2008

National Transit Summaries and Trends

NTD

National Transit Database
Federal Transit Administration

National Transit Summaries and Trends
for the 2008 National Transit Database Report Year

Peter M. Rogoff
Administrator

Federal Transit Administration
US Department of Transportation

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National Transit Profile

Aggregate data for capital, operating funding and expenses, and characteristics for all modes operated in the nation.

Introduction

General Information

Welcome to the National Transit Summaries and Trends (NTST), a portion of the Federal Transit Administration's (FTA) annual report. The goal of the NTST is to summarize transit data in an easy to read format. The 2008 NTST discusses data covering the period 1999 to 2008.

On an average weekday, the nation's transit systems carry approximately 33.8 million riders (unlinked passenger trips). There were 10.3 billion urban trips in 2008 and 110 million rural trips totaling over 10.4 billion trips nationwide.

Transit Modes

The NTST presents aggregate transit operating statistics by mode. Seventeen transit modes are included in the National Transit Database; for this publication statistics are presented for the predominant modes: bus, heavy rail, light rail, commuter rail, demand response and vanpool.

Bus

The most common form of mass transit service provided throughout the United States. Buses operate on fixed routes and schedules over existing roadways. Buses must be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions.

Commuter Rail

Local (short-distance) travel operating between a central city and adjacent suburbs. Service is provided on regular schedules, moving commuters within urbanized areas or between urbanized areas and outlying areas. Multi-trip tickets and specific station-to-station fares characterize commuter rail service, with one or two stations in the central business district.

Heavy Rail

Heavy rail service is characterized by high-speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed electric rails; separate rights-of-way from which all other traffic is excluded; sophisticated signaling, high platform loading and a heavy passenger volume.

Demand Response

Service (passenger cars, vans or small buses) provided upon request to pick up and transport passengers to and from their destinations. Typically, a vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may be interrupted en route to these destinations to pick up other passengers.

Light Rail

Light rail is an electric railway with a lighter passenger volume compared to heavy rail. Passenger cars operating singly (or in short, two-car trains) on fixed rails in shared or exclusive right-of-way, low or high platform loading characterizes light rail service. The vehicle's power is drawn from an overhead electric wire.

Vanpool

Service operating under a ride sharing arrangement providing transportation to individuals traveling directly between their homes and a regular destination. The vehicles (vans, small buses, and other vehicles) must have a minimum seating capacity of seven. Vanpool(s) must also be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions, be open to the public, availability must be advertised and the service must be operated by a public entity or a public entity must own, purchase or lease the vehicle(s).

These modes provided the most transit service and change over the time frame considered, 1999 through 2008. The remaining modes (aerial tramway, automated guideway, cable car, ferryboat, inclined plane, jitney, monorail, publico, trolleybus, Alaska Railroad and other) are combined in the single category "other modes".

Rounding and Inflation

Rounding may lead to minor variations in total values from one table to another for similar data or may lead to instances where percentages may not add to 100. Due to rounding, percent changes may not match exactly the values calculated using the formatted figures shown in the exhibits.

All dollar amounts were adjusted to 2000 constant dollars. The correction factors were obtained from the White House Office of Management and Budget. (http://www.whitehouse.gov/omb/budget/fy2008/sheets/hist0123.xls)

Web Information

For information about National Transit Database publications and training, see the FTA website at http://www.fta.dot.gov or visit the National Transit Database website at http://www.ntdprogram.gov

Transit in the United States

Total Federal Assistance (Capital and Operating) Applied to Transit and Unlinked Passenger Trips

Concepts

Federal funds applied to transit are Federal Transit Administration (FTA) Urbanized Area Formula Program funds (financial assistance used to offset operating costs and pay for capital projects) and other Federal funds.

Unlinked passenger trips are the number of patrons boarding public transportation vehicles.

Comments

Ridership (*) increased by 20.3 percent from 1989 to 2008. During the same period, Federal assistance applied to transit increased by nearly 60 percent (constant 2000 dollars).

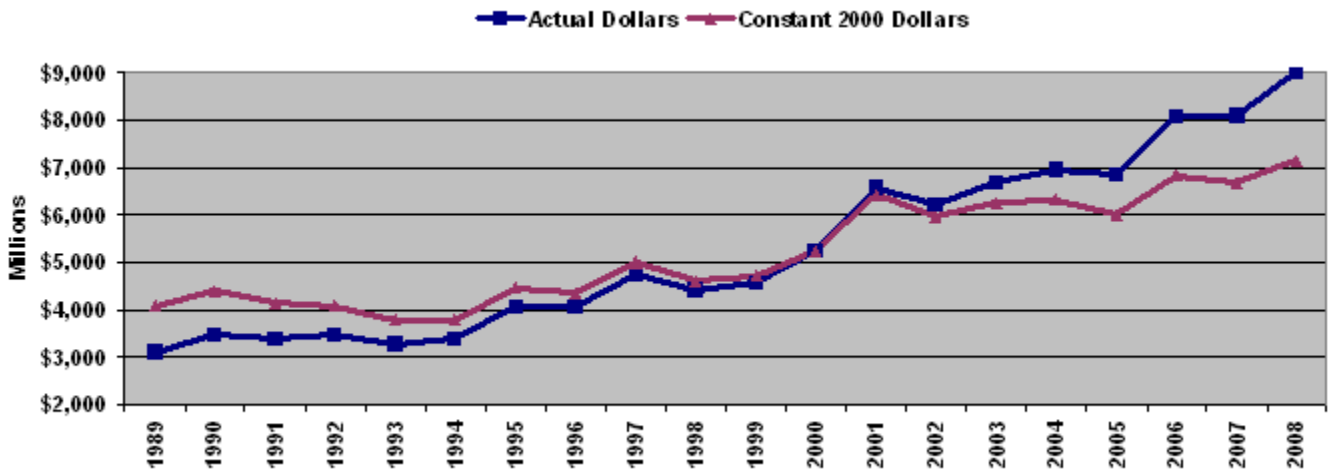


Figure 1: Federal Funds Applied to Transit 1989 – 2008

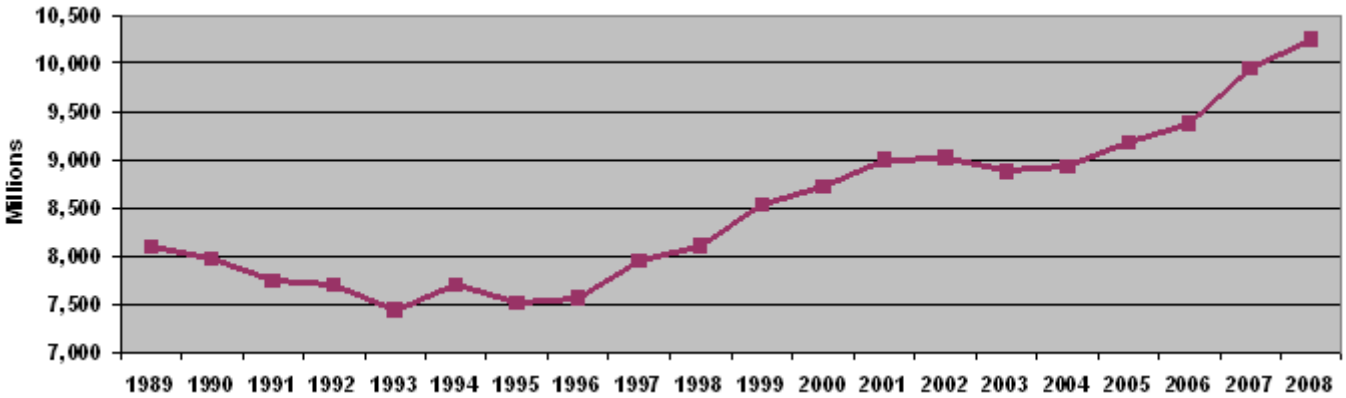


Figure 2: Unlinked Passenger Trips 1989 – 2008

(*) Note: Unlinked passenger trips were adjusted for all years prior to 2007 to correct a bias reported by a large heavy rail operator.

Number of Transit Agencies

Concepts

Transit agencies that receive or benefit from Federal Transit Administration (FTA) Urbanized Area Formula Program funds (capital or operating) are required to report selected transit data to the National Transit Database (NTD) program. In addition, transit agencies not receiving FTA funds are encouraged to submit data, providing a more complete picture of public transit throughout the

United States. These transit agencies report financial (capital and operating) data and non-financial operating statistics by transit mode. A total of 694 transit agencies reported data in 2008.

Comments

- The number of bus systems increased in the last 10 years (67 new systems).
- Demand response increased by nearly 15 percent (61 new systems) over the same period, reflecting the need to continue providing special transit service for elderly individuals and individuals with disabilities.
- Vanpool increased by 55 percent (22 new systems) during the 10 year period.

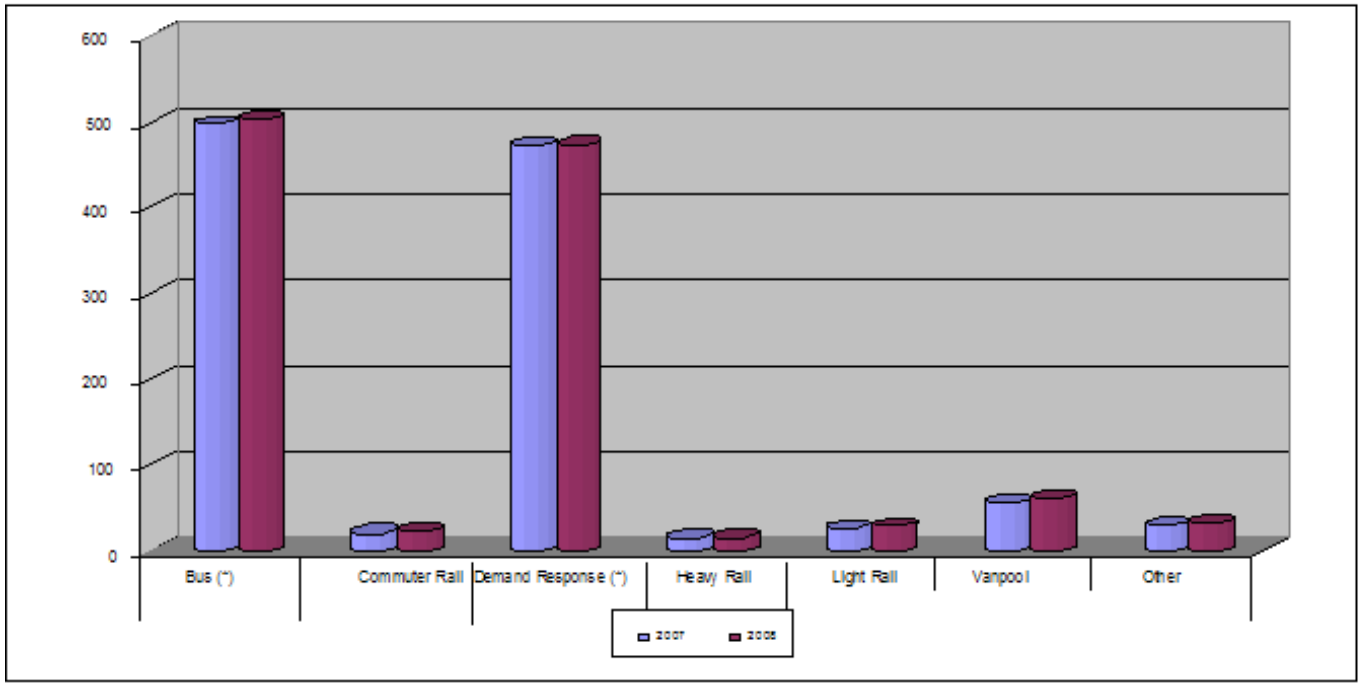


Figure 3: Number of Agencies Reporting by Mode 2007 – 2008

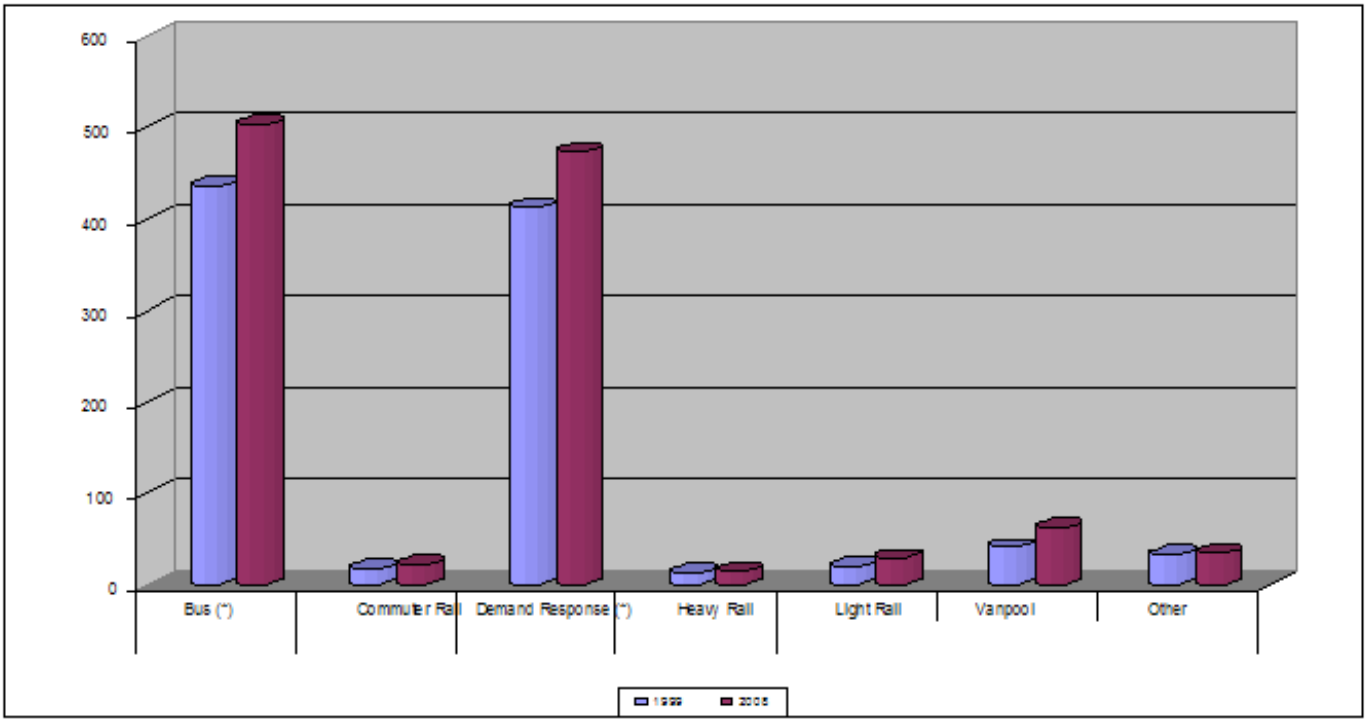


Figure 4: Number of Agencies Reporting by Mode 1999 – 2008

Table 1: Number of Agencies Reporting by Year by Mode between 1998 - 2008							
Year	Bus *	Demand Response *	Vanpool *	Heavy Rail	Commuter Rail	Light Rail	Other Modes *
1999	437	413	40	14	18	20	33
2000	433 416		42 14		20	21	31
2001	448	432	43	14	21	23	31
2002	456 423		42 14		19	23	31
2003	463	433	47	14	19	25	31
2004	471 441		43 14		19	27	31
2005	476	449	51	15	20	27	30
2006	491 464		52 15		20	27	28
2007	497	473	57	15	21	26	30
2008	504 474		62 15		22	29	34
Actual Change	67	61	22	1	4	9	1

(*) Data does not include agencies receiving nine or fewer vehicles waiver.

Vehicle Revenue Miles

Concepts

Vehicle revenue miles are the miles a transit vehicle travels while in revenue service. A transit vehicle is in revenue service when the vehicle is available to the public with the expectation of carrying passengers. Passengers pay full fares, reduced fares (senior citizen, student, special ride fares, etc.), or provide payment through some contractual agreement.

Deadhead travel is not included in vehicle revenue miles. Deadhead mileage consists of the miles a transit vehicle travels while not in revenue service (leaving or returning to the garage or yard or changing routes).

Comments

Vehicle revenue miles increased by nearly 25.2 percent between 1999 and 2008 over all modes. Modes showing the most significant growth are those that had an increase in the number of systems in operation during the period.

- Light rail – 4.9 percent
- Demand response – 6.7 percent
- Vanpool – 22.7 percent

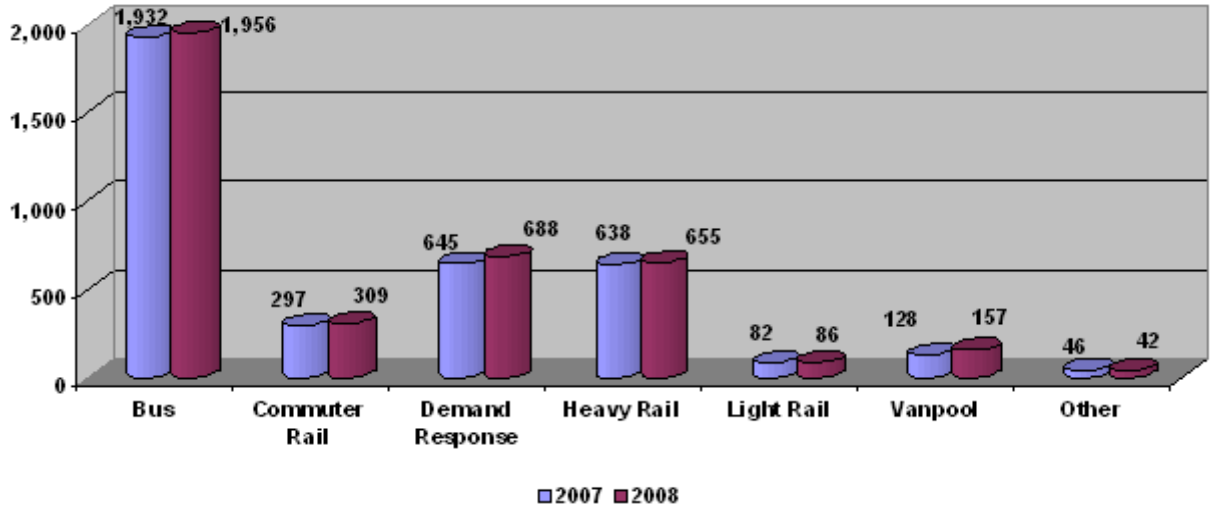


Figure 5: Vehicle Revenue Miles by Mode 2007 – 2008 (Millions)

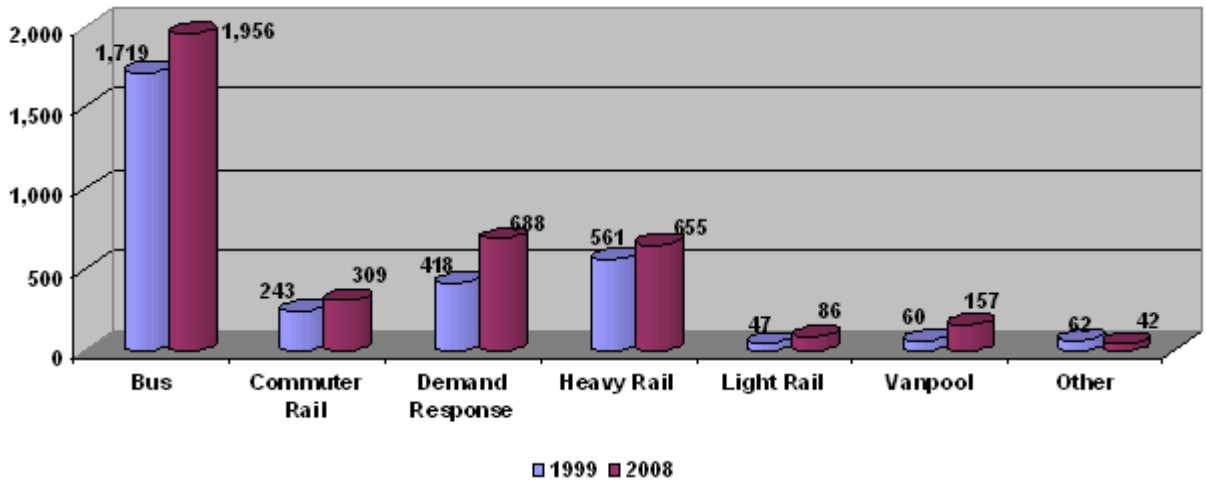


Figure 6: Vehicle Revenue Miles by Mode 1999 – 2008 (Millions)

Table 2: Vehicle Revenue Miles (Millions) 1999 - 2008			
Year	**Vehicle Revenue Miles (Millions)**	**Year**	**Vehicle Revenue Miles (Millions)**
1999	3,111	2004	3,548
2000	3,202	2005	3,602
2001	3,319	2006	3,671
2002	3,427	2007	3,769
2003	3,476	2008	3,894
		% Change	**25.2**

Unlinked Passenger Trips by Mode

Comments

Rider ship increased by over 18 percent from 1999 to 2008

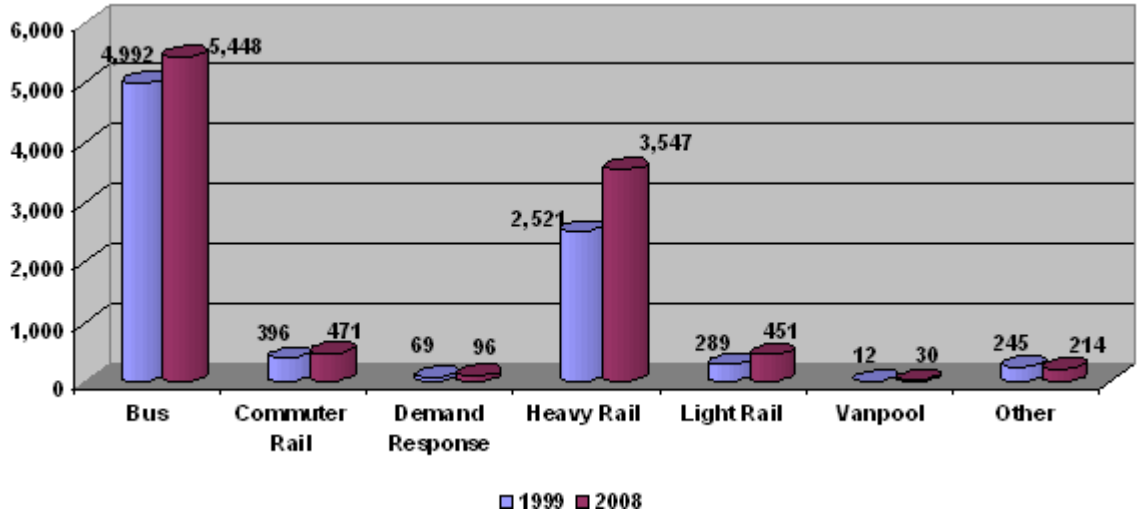


Figure 7: Unlinked Passenger Trips by Mode 2007 – 2008 (Millions)

(*) 2006 data adjusted to correct a bias reported by a large heavy rail operator.

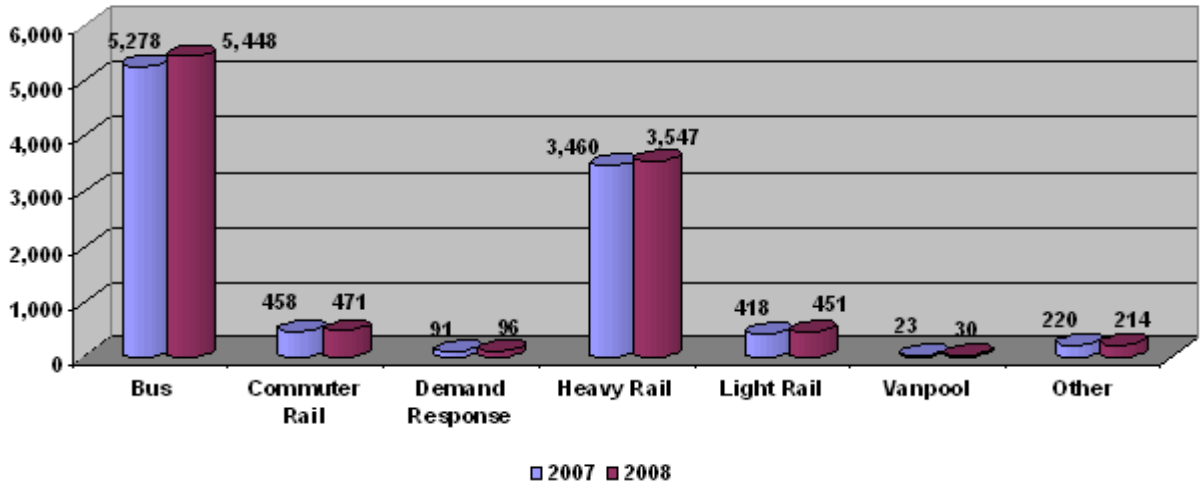


Figure 8: Unlinked Passenger Trips by Mode 1999 – 2008 (Millions)

Distribution of Vehicle Revenue Miles and Unlinked Passenger Trips by Mode

The share of vehicle revenue miles for demand response has decreased from slightly more than 17.7 percent in 1999 to 13.4 percent in 2008 while the share of vehicle revenue miles for bus increased from 50 percent to 55 percent.

At the same time, the share of unlinked passenger trips for demand response remained below 1 percent, illustrating the low capacity nature of this service, while the share of unlinked passenger trips for bus decreased from 59 percent in 1999 to 53 percent in 2008.

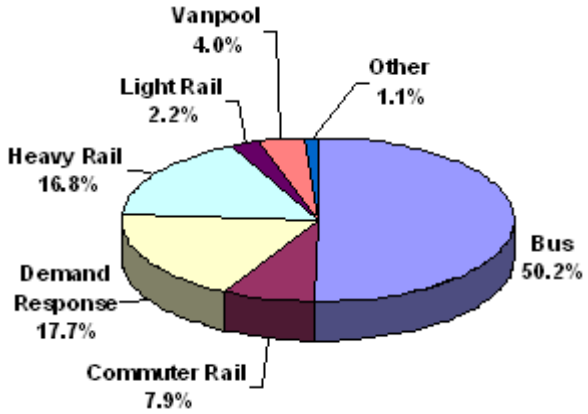


Figure 9: Distribution of Vehicle Revenue Miles – 1999

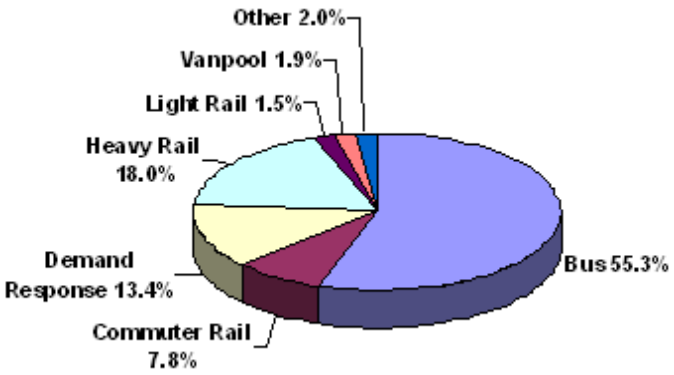


Figure 10: Distribution of Vehicle Revenue Miles – 2008

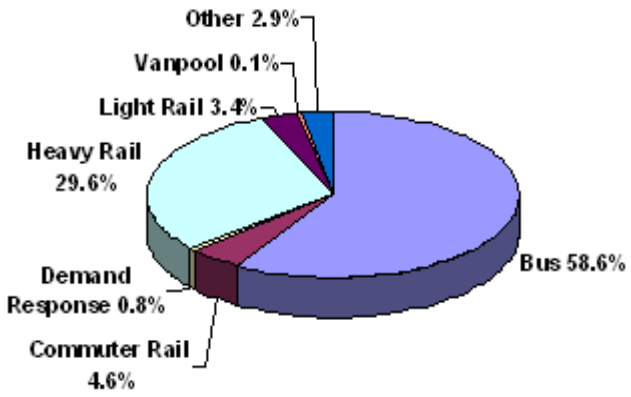


Figure 11: Distribution of Unlinked Passenger Trips – 1999

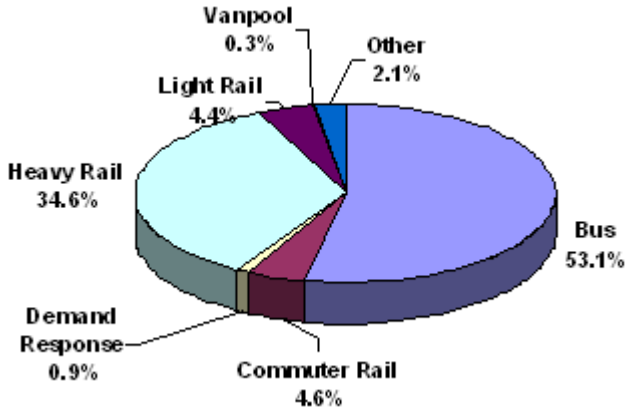


Figure 12: Distribution of Unlinked Passenger Trips – 2008

(*) 1998 data adjusted to correct a bias reported by a large heavy rail operator.

Relative Impact on Data by UZA Size Group

Concepts

Urbanized areas (as defined by the U.S. Census) are geographic areas with a population of 50,000 or more. According to the 2000 U.S. Census, there are 465 urbanized areas. For National Transit Database purposes, the NTST groups urbanized areas by three size categories:

- Large urbanized areas: population of more than 1 million (37 urbanized areas, 219 agencies or 33 percent of all agencies reporting).
- Medium urbanized areas: population of more than 200,000 and less than 1 million (113 urbanized areas and 166 agencies or 25 percent of all agencies reporting).
- Small urbanized areas: population of less than 200,000 and more than 50,000 (315 urbanized areas, 286 agencies or 43 percent of all agencies reporting).

Comments

National Transit Database data are highly concentrated in large urbanized areas. The reported data most heavily concentrated in large urbanized areas are:

- Capital investments in facilities and other categories — 93 percent
- Passenger fares — 93 percent
- Unlinked passenger trips — 90 percent

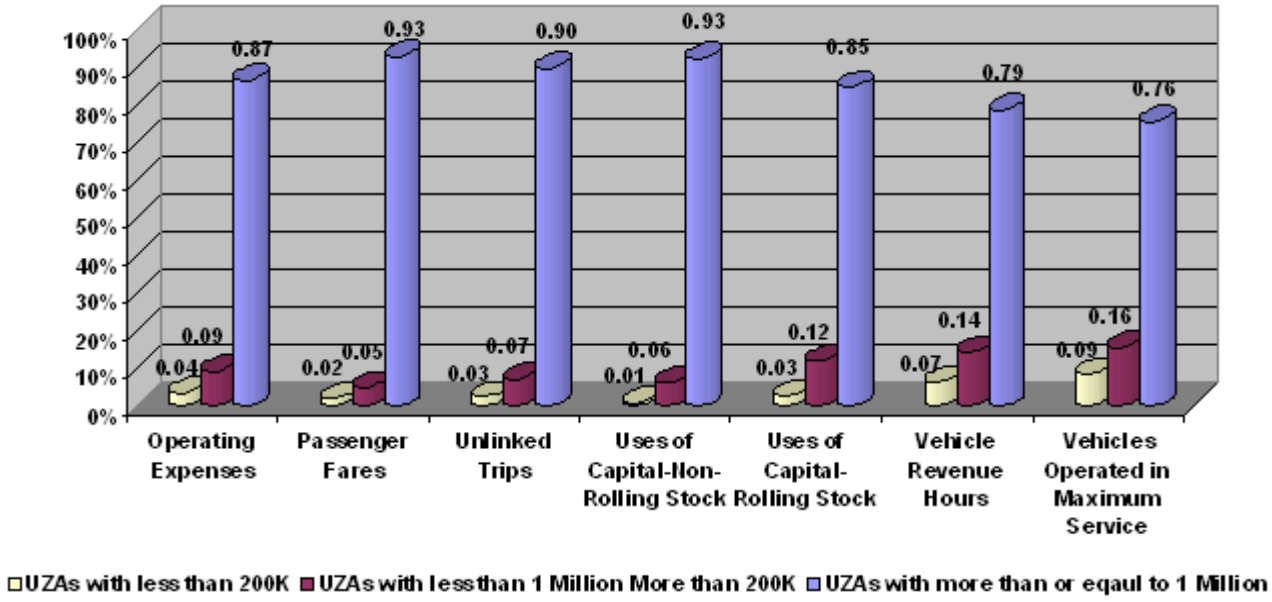


Figure 13: Relative Impact of the Data by UZA Size Group – 2008

Rural Transit

Concepts

Rural areas are, by US Census definition, areas with a population of less than 50,000. Because these areas may be quite large, rural areas usually have low population density. For report year 2008, 1,391 sub recipients (including 54 intercity bus subrecipients) submitted data to the NTD through their State Departments of Transportation incorporating data for 2,298 out of 3,162 counties nationwide.

Types of service in the Rural module correspond to the modes included in the Annual (urban, over 50,000 population) module but bus is broken down into four categories (fixed route, deviated fixed route, fixed and deviated and private intercity bus service). For definitions of modes and types of service refer to the NTD Glossary available at www.NTDprogram.gov.

Comments

- Due to the low population density of rural areas, types of service such as demand response and bus – deviated fixed route are the most common in rural transit and accounted for 79 percent of all rural service in 2008.

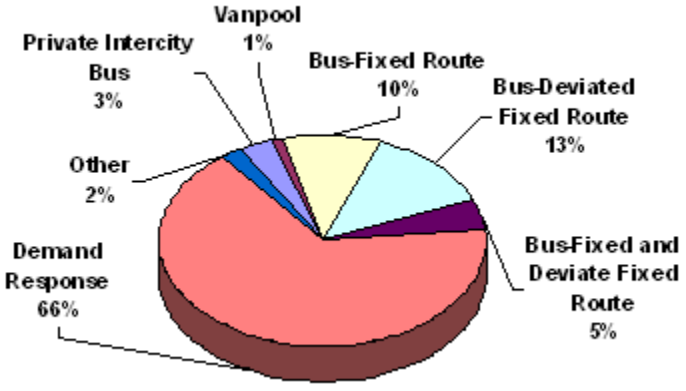


Figure 14: Types of Rural Service – 2008

Operating and Capital Funding - Rural

Concepts

Sources of funds (operating and capital) include assistance (local, state and federal and funds generated by the service providers (fares and contract revenues).

FTA funding categories available for Rural Transit are:

- Section 5309 - FTA Capital Program
- Section 5310 - FTA Special Needs of Elderly Individuals and Individuals with Disabilities Program
- Section 5311 – FTA Non-Urbanized Area Program
- Section 5316 - FTA Job Access and Reverse Commute Program
- Section 5317 - FTA New Freedom Program
- Section 5320 - FTA Alternative Transportation in Parks and Public Lands Program

Comments

Rural transit operating budgets required 71 percent from federal, state and local assistance, and 29 percent from directly generated funds.

Rural transit capital budgets relied mostly on Federal assistance, accounting for nearly two-thirds of all capital applied.

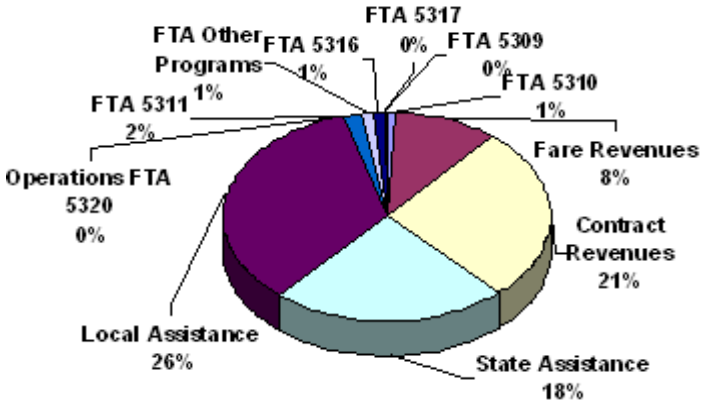


Figure 15: Sources of Operating Funding – 2008

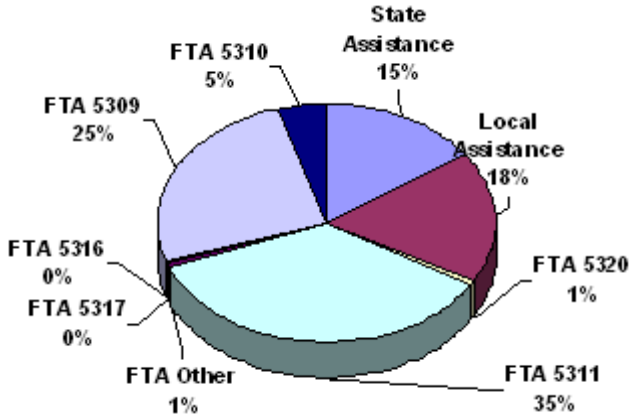


Figure 16: Sources of Capital Funding – 2008

Service Supplied and Consumed

Table 3: Rural Service Supplied and Consumed - 2008	
Fare Revenues (Millions)	$86.9
Operating Expenses (Millions)	$1,110.1
Unlinked Passenger Trips (Millions)	110.9
Vehicle Miles (Millions)	477.6
Vehicle Hours (Millions)	31
Operating Expenses per Vehicle Mile	$2.3
Operating Expenses per Vehicle Hour	$35.8
Operating Expenses per Unlinked Passenger Trip	$10
Recovery Ratio (Fare Revenues per Operating Expense)	8%

Rural performance measures are typical of service provided in low density areas such as low recovery ratios, and high cost per trip among others.

Table 4: Rural Safety			
	Total Number of Subrecipients	**Safety Incidents**	**Average Safety Incidents per Subrecipient**
Major Incidents	1,414	1,149	.81
Major Injuries	1,414	273	.19
Fatalities	1,414	20	.0014

Operating Costs and Performance Measures

Operating Expenses

Concepts

Operating expenses are those expenses incurred by transit agencies that are associated with operating mass transportation services (vehicle operations, maintenance and administration). Reconciling items are expenses that vary as transit agencies have different accounting practices due to local ordinances on accounting treatments. Regarding performance measures, the NTST excludes reconciling items such as depreciation, interest expenses, leases and rentals.

Comments

Operating expenses increased nearly 38 percent over the last 10 years. The modes showing the highest increases were demand response and vanpool. These increases reflect the addition of new systems during the same period.

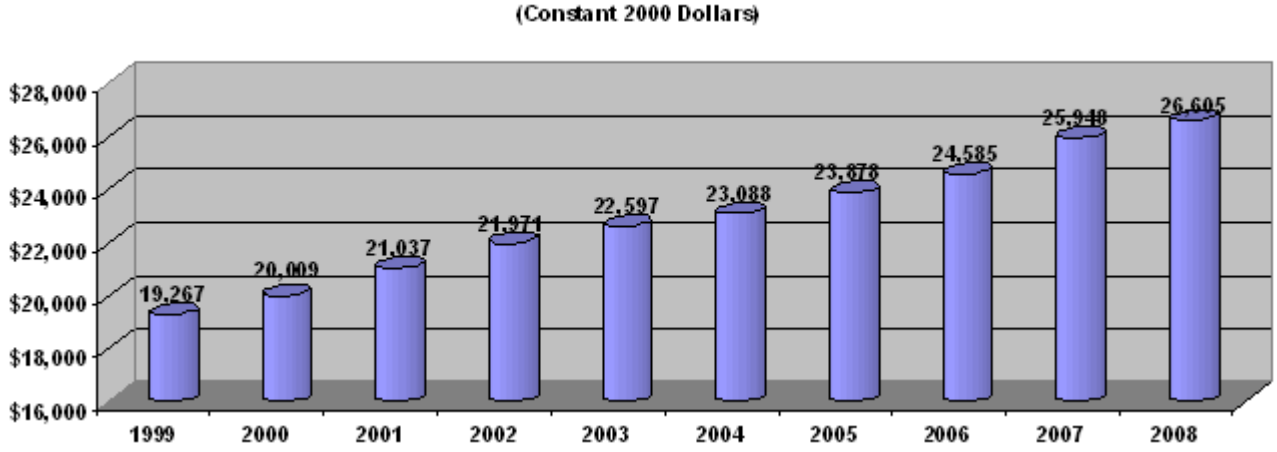


Figure 17: Total Operating Expenses 1999 - 2008

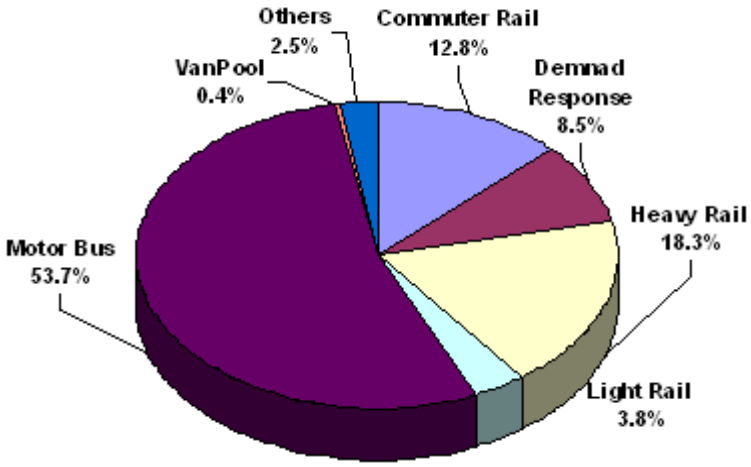


Figure 18: Total Operating Expense by Mode — 2008

Operating Expense by Function and Object Class

Concepts

Operating expense data is reported by mode, function and object class. Function refers to the activity performed or cost center of a transit agency. Object class refers to groupings of expenses on the basis of goods or services purchased.

The four functions are:

1. Vehic le operations
2. Vehic le maintenance
3. Non-vehicle maintenance
4. Genera l administration.

Comments

The transit industry is labor intensive. Salaries and fringe benefits account for nearly 75 percent of the total directly operated expenditures. Fifty-four percent of total expenditures are devoted to vehicle operations.

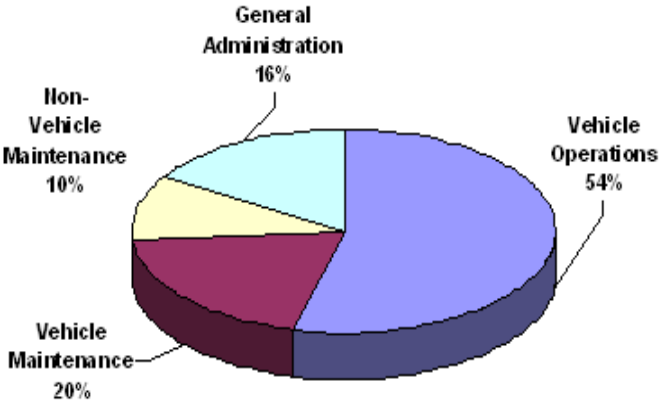


Figure 19: Operating Expense by Function - 2008

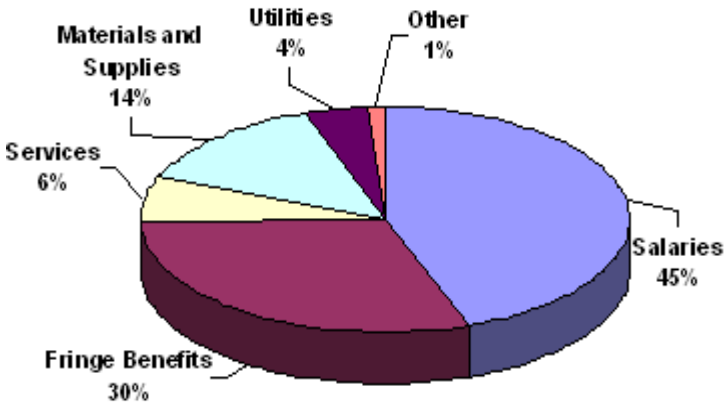


Figure 20: Operating Expense by Object Class - 2008

Cost Effectiveness (Operating Expense per Unlinked Passenger Trip)

Concepts

Cost effectiveness is the relationship between service inputs and service consumption.

Service input is the quantity of resources expended to produce transit service, expressed in either monetary or non-monetary terms. Examples include operating cost (dollars expended for operations, maintenance and administration), employee hours (total operating, maintenance or administration), capital investment and energy (fuel cost or volume).

Service consumption is the amount of service used by the public expressed in either monetary or non-monetary terms. Examples include unlinked passenger trips, passenger miles and operating revenue.

Comments

Overall, operating expense per unlinked passenger trip increased 19 percent over the last 10 years. In addition, overall operating expense increased 38 percent during this same 10 year period.

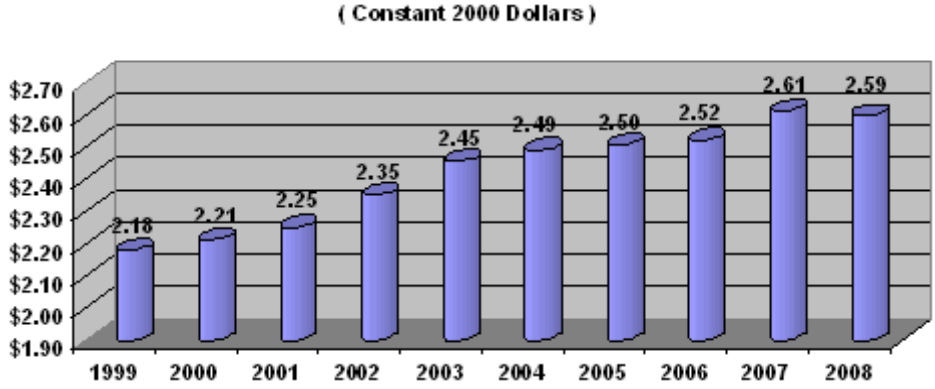


Figure 21: Operating Expense per Unlinked Passenger Trip 1999 – 2008

Table 5: Operating Expense per Unlinked Passenger Trip 1999 – 2008 (Constant 2000 Dollars)			
Year Opera	ting Expense (Millions)	Unlinked (*) Passenger Trips (Millions)	Operating Expense per Unlinked Passenger Trip
1999	$19,267	8,849	$2.18
2000	$20,00	9,055	$2.21
2001	$21,037	9,356	$2.25
2002	$21,971	9,35	$2.35
2003	$22,597	9,216	$2.45
2004	$23,088	9,289	$2.49
2005	$23,878	9,536	$2.50
2006	$24,562	9,754	$2.52
2007	$25,948	9,948	$2.61
2008	$26,604	10,257	$2.59
% Change	38.1%	15.9%	19.1%

(*) Adjusted for all years prior to 2007 to correct a bias reported by a large heavy rail operator.

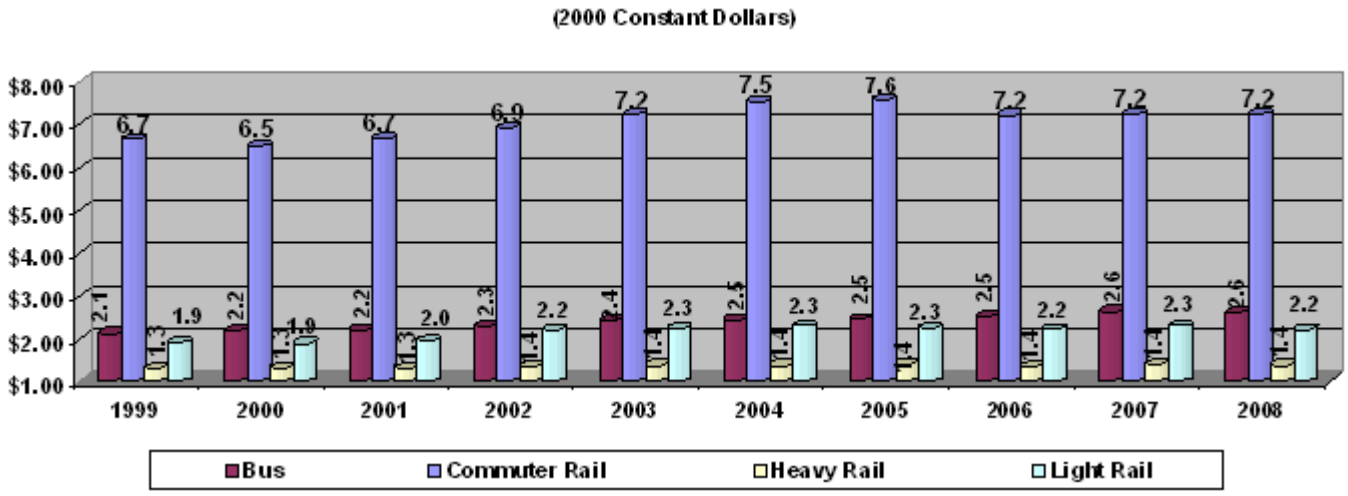


Figure 22: Operating Expense per Unlinked Passenger Trip for Bus and Rail Modes 1999 - 2008

Cost Efficiency (Operating Expense per Vehicle Revenue Hour)

Concepts

Cost efficiency is the relationship between service inputs and service outputs.

Service output is the quantity of service produced by a transit operator, expressed in non-monetary terms. Examples include vehicle hours (total and revenue), vehicle miles (total and revenue), capacity miles (total vehicle capacity times revenue mileage), service reliability (miles between system failures) and safety (number of accidents).

Comments

Overall, operating expense per vehicle revenue hour increased by approximately 10 percent over the last 10 years.

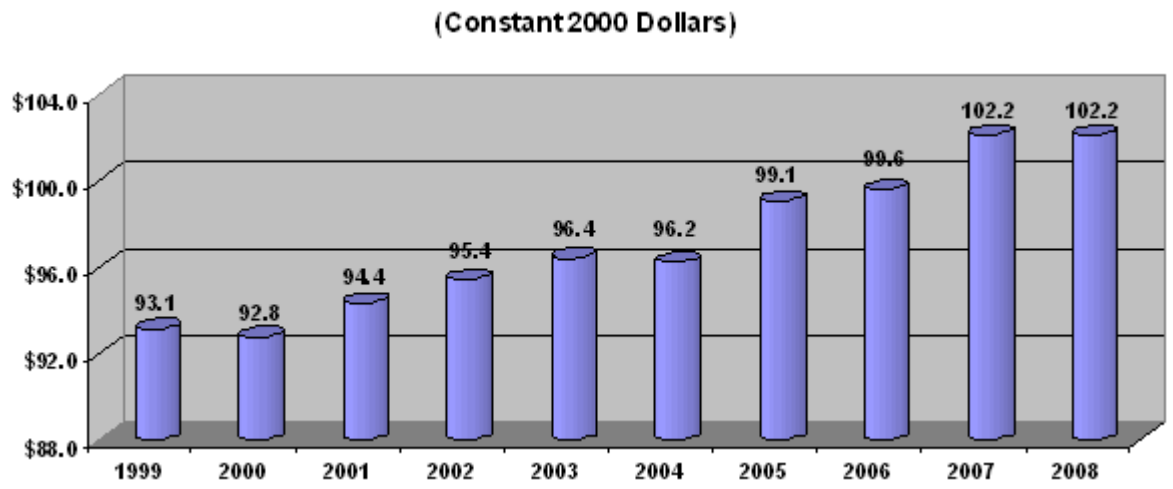


Figure 23: Total Operating Expense per Vehicle Revenue Hour 1999 – 2008

Table 6: Operating Expense per Vehicle Revenue Hour 1999 - 2008			
Year Operating	**Expense(Millions) (Constant 2000 Dollars)**	**Vehicle Revenue Hours (Millions)**	**Operating Expense per Vehicle Revenue Hour (Constant 2000 Dollars)**
1999	$19,267	207	$93.1
2000	$20,009	216	$92.8
2001	$21,037	223	$94.4
2002	$21,971	230	$95.4
2003	$22,597	234	$96.4
2004	$23,088	240	$96.2
2005	$23,878	241	$99.1
2006	$24,562	247	$99.6
2007	$25,948	254	$102.2
2008	$26,605	260.4	$102.2
% Change	**38.1%**	**25.8%**	**9.7%**

Service Effectiveness

Concepts

Service effectiveness is the relationship between service outputs and service consumption.

Comments

Unlinked passenger trips per vehicle revenue hour decreased by 8.0 percent from 1999 to 2008. This was due in part to increased service supplied for bus mode in low density urbanized areas and increased demand for low capacity modes such as demand response and vanpool.

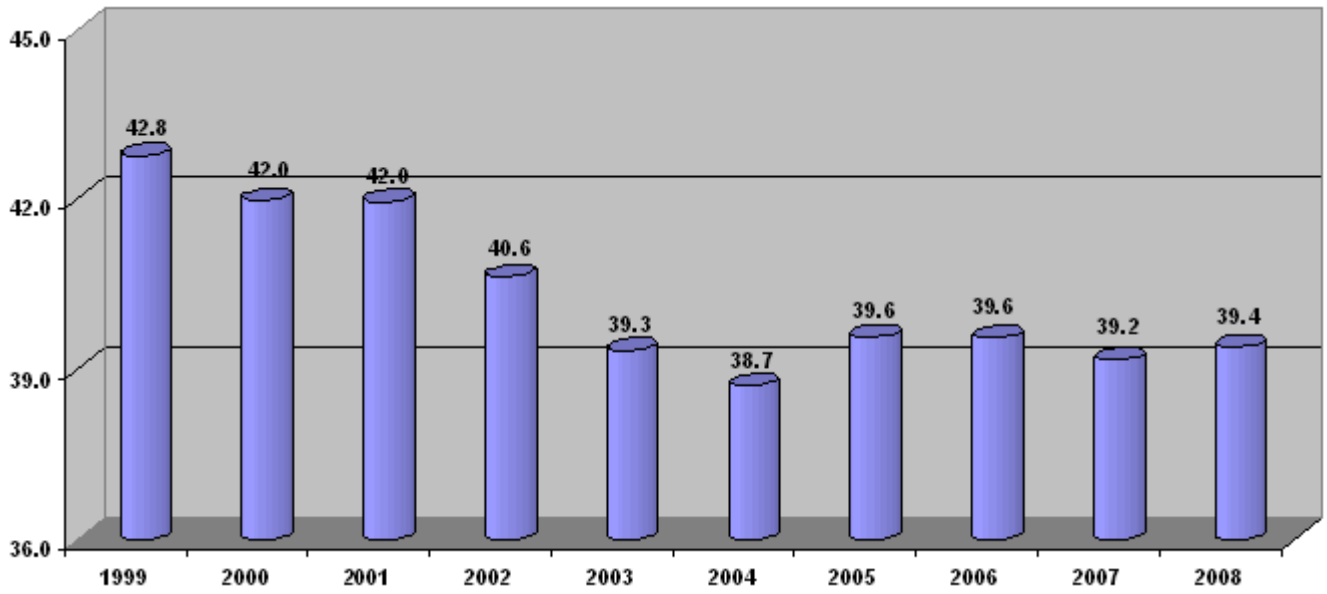


Figure 24: Unlinked Passenger Trip per Vehicle Revenue Hour 1999 – 2008

Table 7: Unlinked Passenger Trip per Vehicle Revenue Hour 1999 - 2008			
Year	Unlinked Passenger Trips (Millions) (*)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips per Vehicle Revenue Hour
1999	8,849	207	42.8
2000	9,055	216	42.0
2001	9,356	223	42.0
2002	9,356	230	40.6
2003	9,216	234	39.3
2004	9,289	240	38.7
2005	9,536	241	39.6
2006	9,754	247	39.6
2007	9,948	254	39.2
2008	10,257	260	39.4
% Change	**15.9%**	**25.8%**	**-7.9%**

(*) Adjusted for all years prior to 2007 to correct a bias reported by a large heavy rail operator.

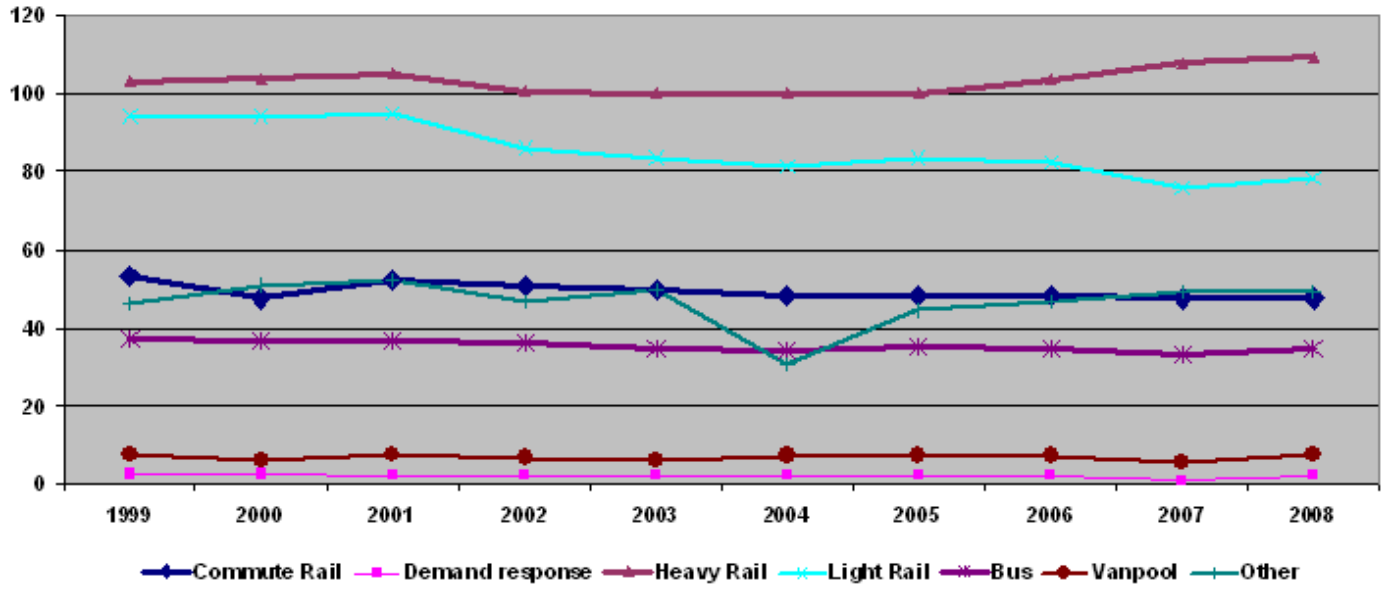


Figure 25: Unlinked Passenger Trips per Vehicle Revenue Hour by Mode 1999 - 2008

Load Factor

Concepts

Average load factor is the ratio of passenger miles traveled per vehicle revenue mile.

Comments

- Commuter Rail average load factor increased by 3 percent in the last 10 years, but in the last 3 the increase was approximately 10 percent. No other mode had such increase in the last 3 years, indicating a higher demand for commuter trips.
- Light Rail average load factor decreased 11 percent in the last 10 years and 6 percent in the last 3.
- Heavy Rail average load factor increased by 6 percent in the last 10 years and 4.1 percent in the last 3. The data was adjusted to correct a bias reported by a large operator.
- Bus average load factor decreased approximately 2.5 percent in the last 10 years and increased 3 percent in the last 3. Bus combines systems that operate in areas with small population density and systems that operate in large urbanized areas, with high demand for service. It should be noted that in the last 10 years, 67 new systems were added to the NTD. Most of these systems operate in small population density areas and contributed to decrease load factor. On the other hand, large systems contributed to increase load factor. In the last 3 years, the increase in large areas outpaced the negative contribution of small areas which resulted in a net increase of 3 percent.

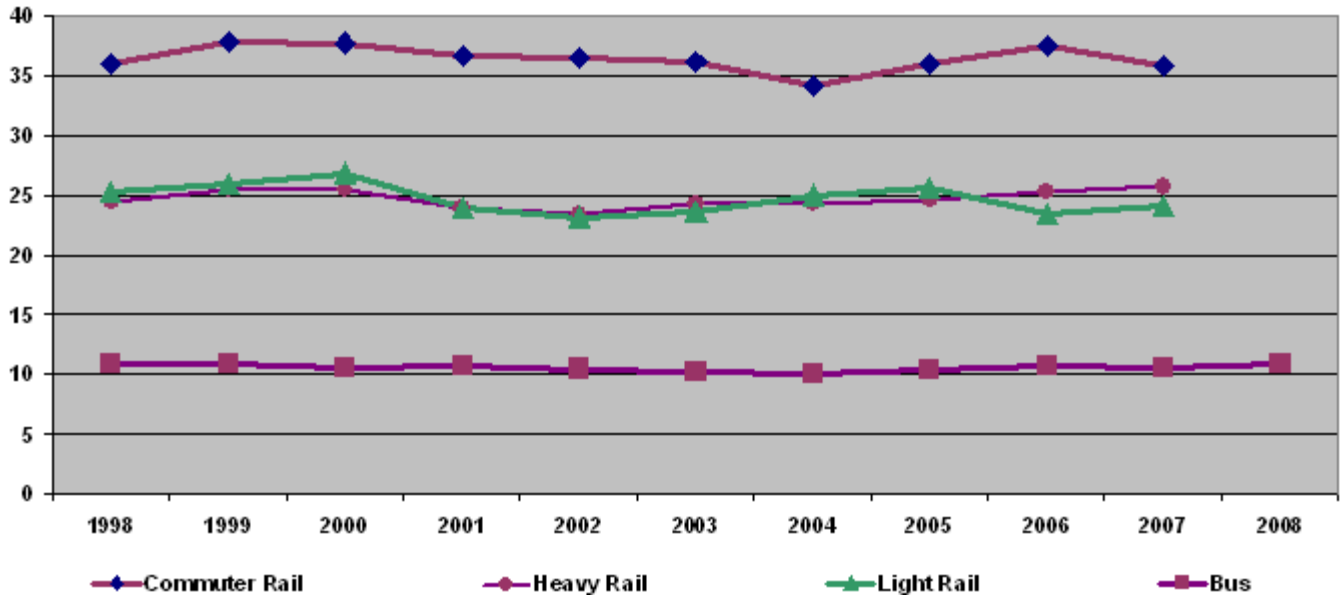


Figure 26: Load Factor by Mode 1999- 2008

Service Utilization

Concepts

Average service utilization is defined in the NTST as the ratio vehicle revenue miles per directional route miles.

Average service utilization is inversely proportional to average headway, i.e. the higher the average service utilization, the smaller the average headway and vice-versa.

The geographical expansion of transit service may contribute to reductions in average service utilization if the average headway of expanded areas is greater than the average headway before the expansion.

Comments

- Commuter Rail average service utilization increased 18 percent in the last 10 years and 3 percent in the last 3 years**. 5 new systems** were added in the last 10 years and one in the **last 3.** These facts indicate an expansion in commuter rail markets combined with an increase in service frequency to meet a higher demand for service.
- Light Rail average service utilization increased in the last 10 years (5 percent), and increased 8 percent in the last 3 years. 6 new systems were added in the last 10 years, and 2 in the last 3 years. As for commuter rail, new markets were added, and in the last 3 years there was a significant increase in service frequency.
- Heavy Rail average service utilization increased 11 percent in the last 10 years and 3.4 percent in the last 3. Only one system was added in the last 10 years, and no new systems were added in the last 3.
- Bus average service utilization decreased approximately 3 percent in the last 10 years and remained unchanged in the last 3. 67 new systems were added in the last 10 years and 21 in the last 3. It should be noted that while new rail systems were indeed new, most bus systems added in the last 10 years have always been in operation, but not reported to the NTD for not meeting reporting requirements. The 2000 Census changed the boundaries of many urbanized areas by including areas that before the Census were rural (less than 50,000 population). It also created new urbanized areas. All transit providers in these new and expanded areas had to start reporting to the NTD.

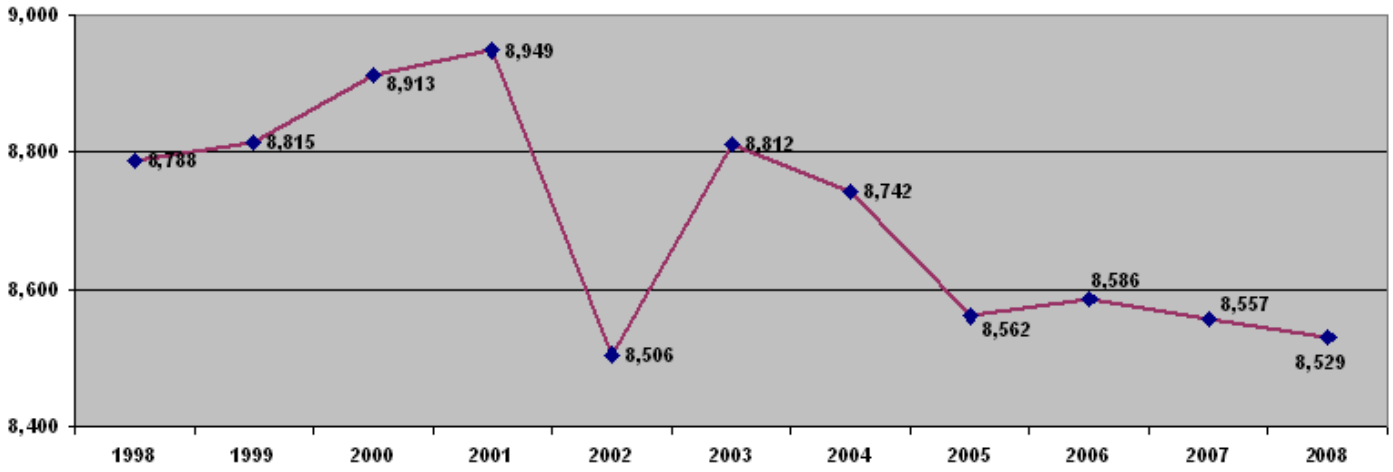


Figure 27: Motor Bus Service Utilization 1998 - 2008

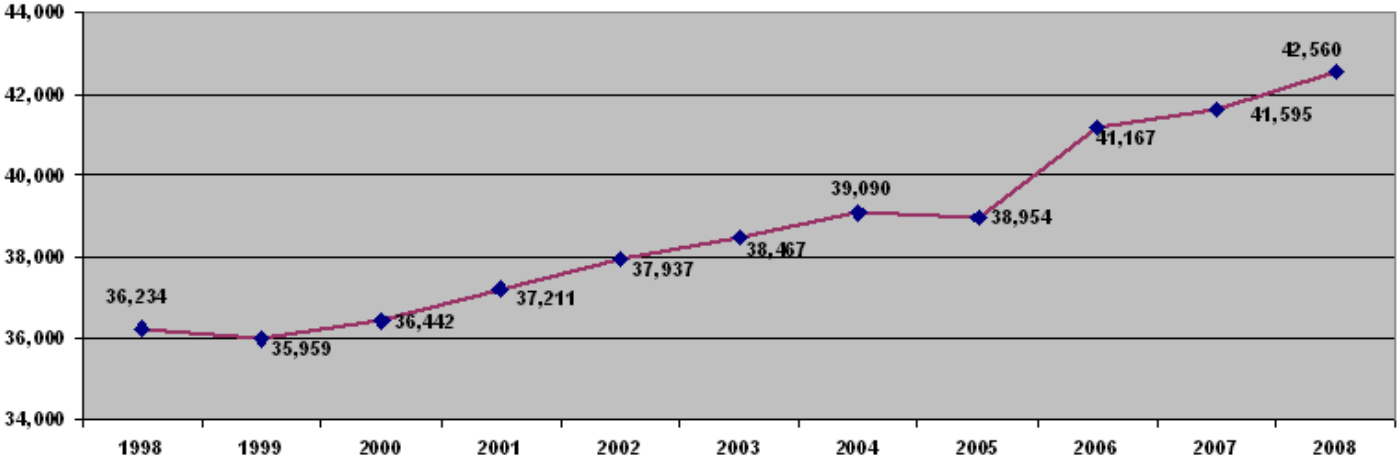


Figure 28: Commuter Rail Service Utilization 1998 - 2008

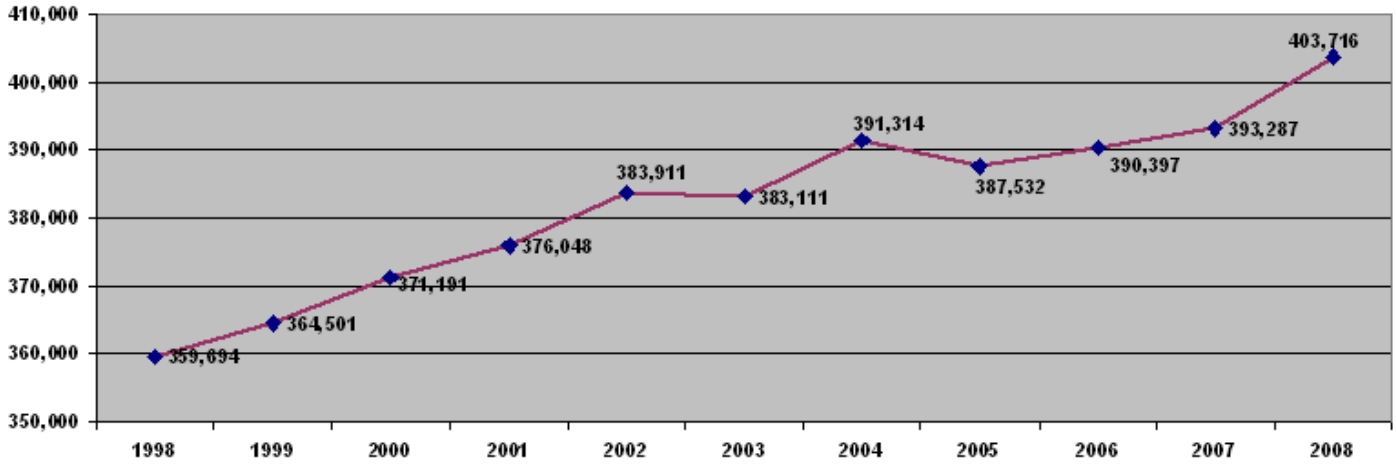


Figure 29: Heavy Rail Service Utilization 1998 - 2008

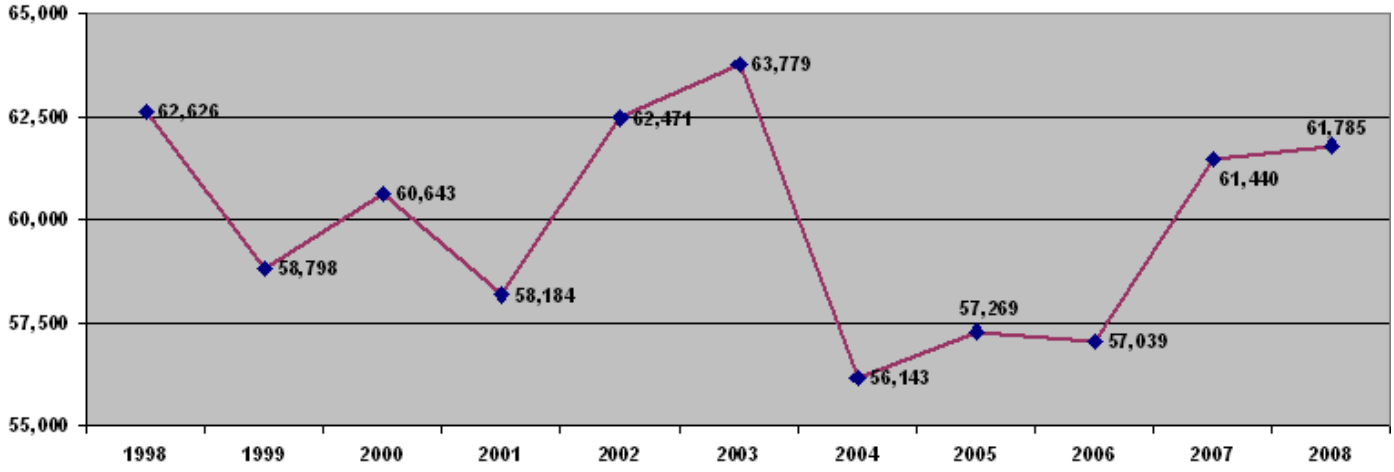


Figure 30: Light Rail Service Utilization 1998 - 2008

Quality of Transit Service

Fatalities

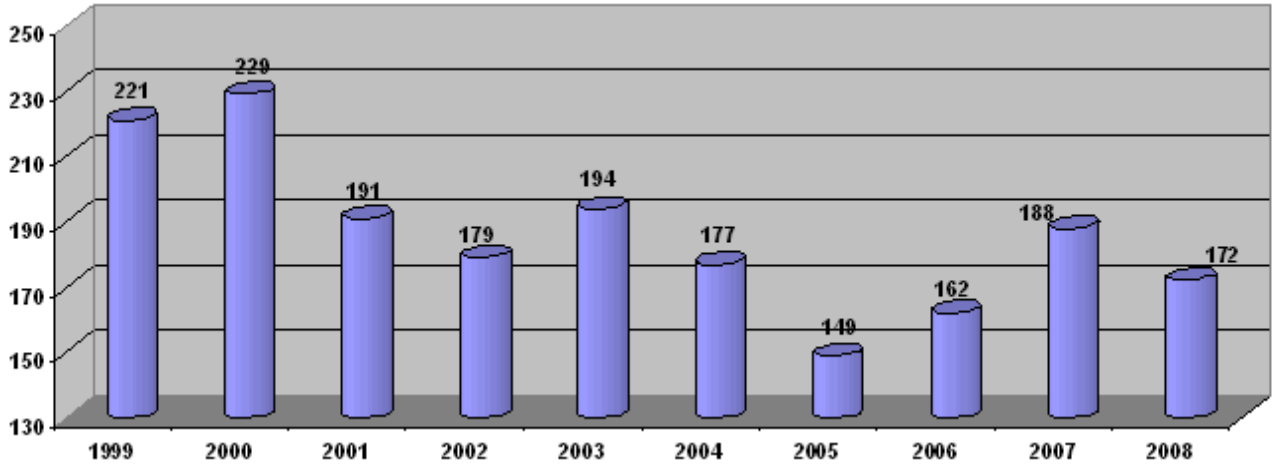
Concepts

A fatality is defined as a transit-caused death confirmed within 30 days following a transit related incident.

Individuals Involved

Fatalities are categorized according to nine categories of individuals:

- Passengers: A person who is on board a transit vehicle or who is boarding / alighting, including those using ramps and lifts.
- Revenue facility occupants: A person who is inside the public passenger area of transit revenue facility. Employees, other workers or trespassers are not transit facility occupants.
- Employees: An individual who is compensated by the transit agency.
- Other workers: A person who is not employed by the transit agency or a purchased transportation (PT) provider contracted to provide specific services to the transit agency.
- Bicyclist: An individual on a bicycle.
- Pedestrian: A person walking in a crosswalk, out of a crosswalk, crossing tracks, or walking along tracks.
- Other Vehicle Occupant: A driver or passenger in a privately-owned vehicle.
- Individuals Committing Suicide: Individuals intentionally killing themselves.
- Others: A person who is not included in the above categories.



(*)

Data excludes Commuter Rail and includes suicides. Data is reported by calendar year.

Figure 31: Total Fatalities (*) 1999 – 2008

Table 8: Total Fatalities 1999 - 2008	
Year	**Total Fatalities**
1999	221
2000	229
2001	191
2002	179
2003	194
2004	177
2005	149
2006	162
2007	188
2008	172

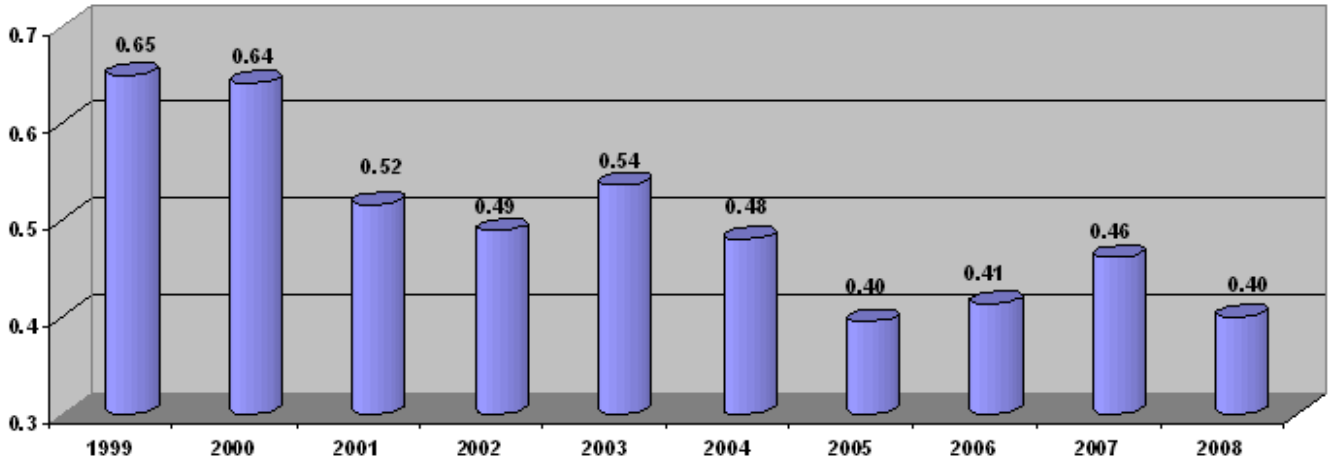


Figure 32: Fatalities per 100 Million Passenger Miles — 1998-2007

Distribution of Fatalities

Comments

Most victims in transit-related accidents are non-passengers. Passenger fatalities account for 10 percent of all fatalities.

Table 9: Number of Fatalities - 2008

Person Type	Fatalities
Passengers	12
Revenue Facility Occupants	18
Employees	8
Other Workers	0
Bicyclist	6
Pedestrians	33
Other Vehicle Occupants	43
Others	25
Individuals Committing Suicides	27

Reliability

Miles between Major Mechanical System Failures — Bus

Concepts

These are failures of a mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major bus failures include breakdowns of air equipment, brakes, doors, engine cooling system, steering and front axle, rear axle and suspension and torque converters.

A number of factors affect the number of major mechanical system failures incurred by a transit agency including local operating conditions, types of vehicles operated, and effectiveness of the maintenance program. However, it is expected that the same types of major mechanical failures will be reported by different agencies. The differences among agencies may be in the numbers reported, not the types of major mechanical failures.

Vehicle miles are the total miles that a vehicle travels while in service (actual vehicle revenue miles and deadhead miles). See the Transit in the United States section for definitions of vehicle revenue miles and deadhead miles.

Comments

Due to changes in the definition of major and minor system failures over the years, only the years 2001 through 2008 are shown in the NTST. Major system failures have decreased 16.4 percent over the last 8 years. Vehicle Miles Between Major System Failures has improved 18.4 percent over the same period.

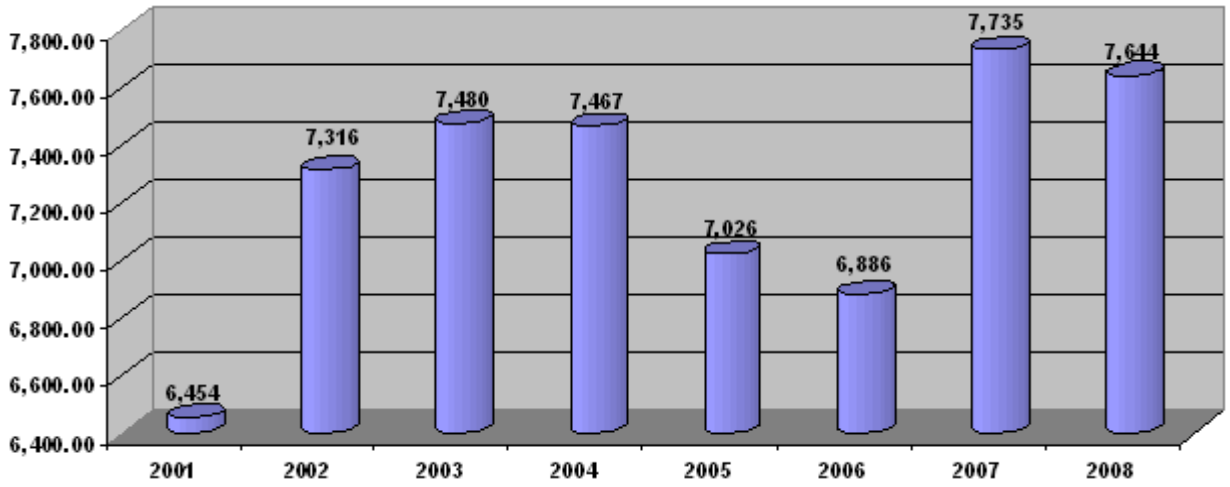


Figure 33: Miles between Major Mechanical System Failures — Bus 2001 – 2008

Table 10: Miles between Major Mechanical System Failures (Directly Operated Service) 2001 - 2008

Year Major	System Failures	Vehicle Miles (Millions)	Vehicle Miles Between Major System Failures
2001	296,480	1,913	6,454
2002	261,342	1,912	7,316
2003	248,968	1,862	7,480
2004	247,676	1,849	7,467
2005	261,793	1,839	7,026
2006	266,745	1,837	6,886
2007	240,582	1,861	7,735
2008	247,933	1,895	7,644
% Change	**-16.4%**	**-1.0%**	**18.4%**

ADA Compliance — Bus

ADA Lift- or Ramp-equipped

Concepts

The Americans with Disabilities Act of 1990 requires transit agencies be accessible to individuals with special needs. For the NTST, buses fall into the following categories:

- Type “A” are equipped with more than 35 seats
- Type “B” are equipped with 25 - 35 seats
- Type “C” are equipped with less than 25 seats
- Type “AB” are extra-long buses that measure between 54 and 60 feet.

Comments

Historically, type "C" buses have comprised the largest percentage of lift- or ramp-equipped vehicles, currently showing a 98.5 percent level of compliance. This is expected due to this class' low average fleet age.

- Type "A" bus compliance increased from 73 percent in 1999 to 98 percent in 2008.
- Type "B" bus compliance increased from 87 percent in 1999 to 99 percent in 2008.
- Type "C" bus compliance increased from 90.5 percent in 1999 to 99 percent in 2008.
- Type "AB" bus compliance increased from 76.4 percent in 1999 to 100 percent in 2008.

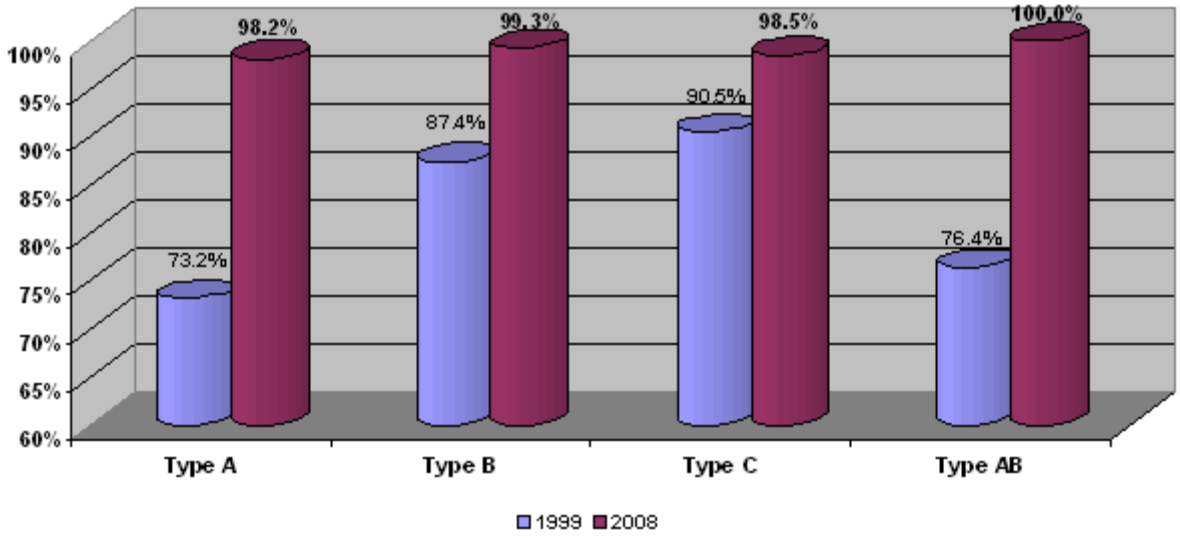


Figure 34: ADA Compliance - Bus

Operating Funding

Concepts

Operating funds are the funds transit agencies receive from Federal, state, local and directly generated sources that are applied to operating expenditures. These funds are applied in the year in which they resulted in liabilities for benefits received whether or not receipt of the funds actually took place within the report year.

Federal funds are the financial assistance used to defray some of the operating costs of providing transit service.

Comments: Operating funds applied to transit operations increased 41 percent over the last 10 years.

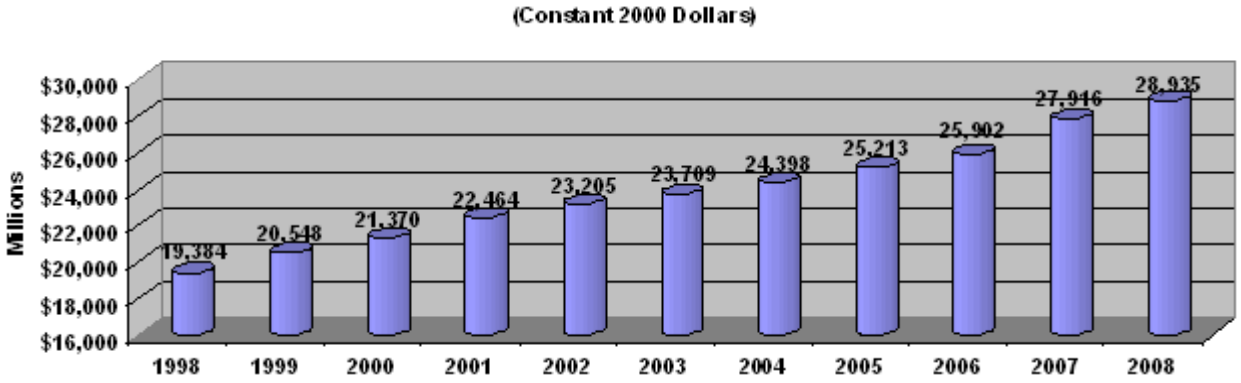


Figure 35: Total Operating Funds 1998 – 2008

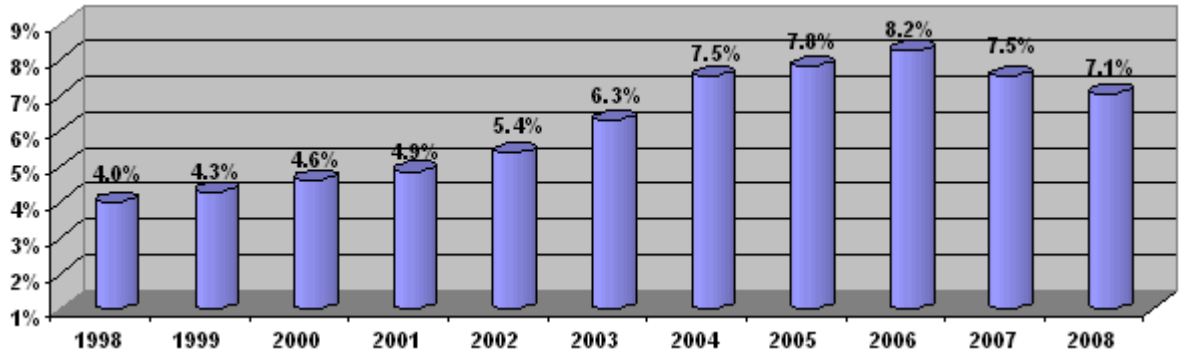


Figure 36: Federal Operating Assistance as a Percentage of Operating Funds 1998 - 2008

Federal Operating Assistance per Trip – Total and by Urbanized Area Size

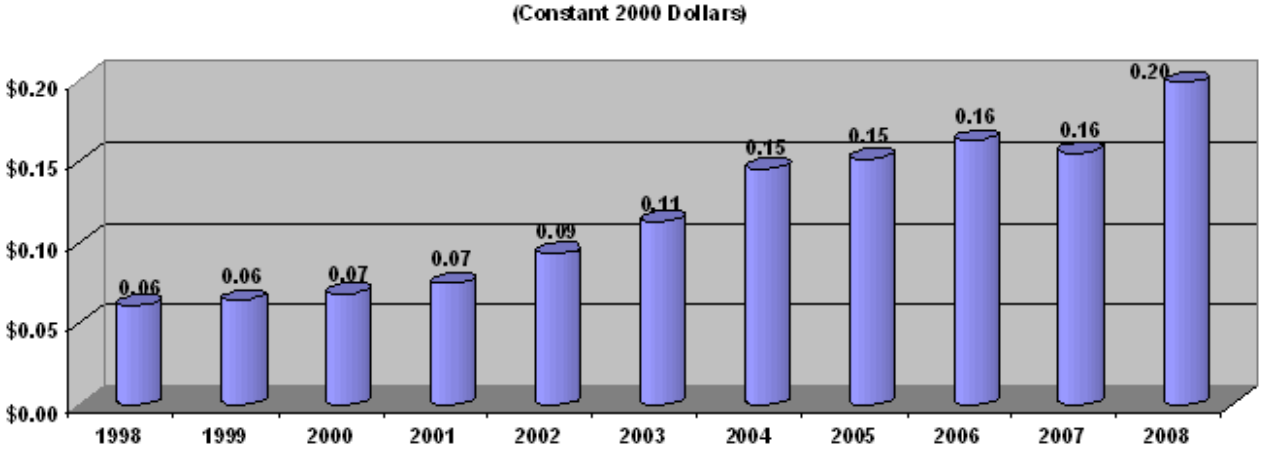


Figure 37: Total Federal Operating Assistance per Trip 1998 - 2008

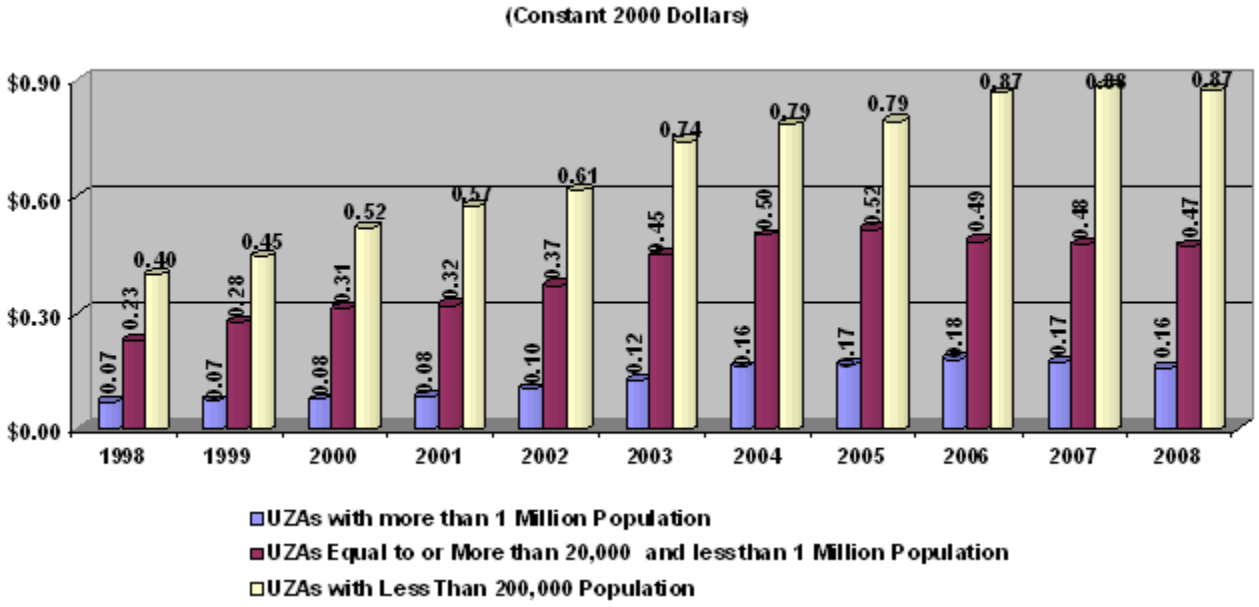


Figure 38: Federal Operating Assistance per Trip by Urbanized Area Size 1998 - 2008

Farebox Recovery Ratio (Fare Revenues per Operating Expense)

Concepts

Fare revenues are funds earned through carrying passengers in regularly scheduled service. It includes the base fare, zone premiums, express service premiums, extra cost transfers and quality purchase discounts applicable to the passenger's ride.

Recovery ratio (also known as working ratio) is the percentage of operating funds applied (operating expenses) paid through fare revenues.

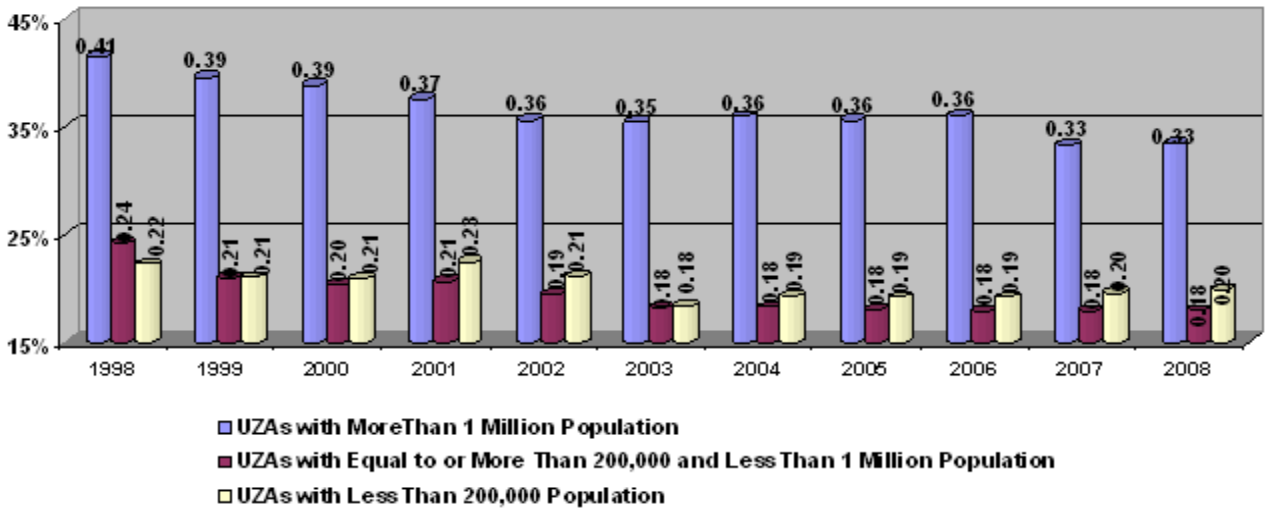


Figure 39: Farebox Recovery Ratio by Urbanized Area Size 1999 – 2008

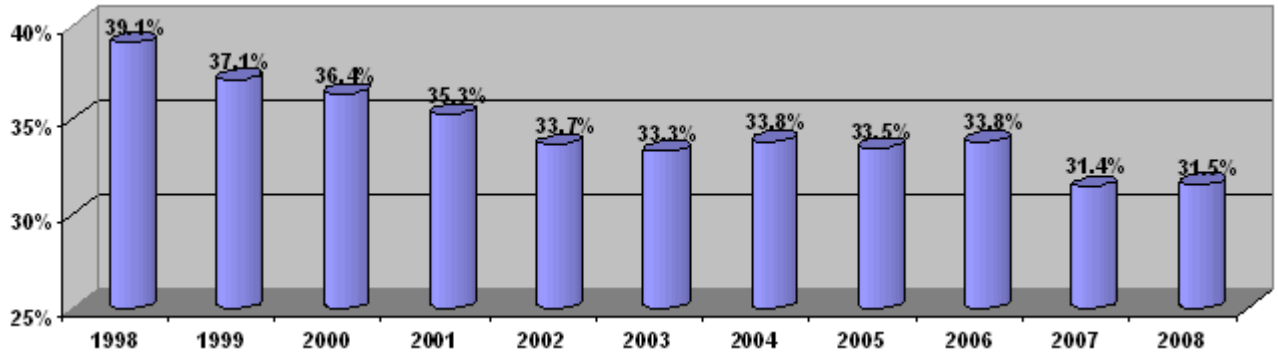


Figure 40: Recovery Ratio (*) 1998 - 2008

Comments

The Recovery ratio shows a slight increase in 2008 following the 2007 implementation of GASB (Government Accounting Standards Board) by many large transit agencies. GASB requires transit agencies to accrue the cost of other post-employment benefits over the career of an employee and to disclose the amount of any unfunded liability. This new requirement significantly increased operating costs and initially affected agency recovery ratios.

Subsidy per Trip

Concepts

Subsidies are financial assistance received from Federal, state and local governments. Subsidies also include directly generated funds including: grants from private foundations, directly levied taxes and other funds dedicated to transit.

Comments

Subsidy per trip increased approximately 66 percent over the last 10 years.

Medium and small urbanized areas had a rate of increase greater than the rate of increase for large urbanized areas. This is due in part to the expansion of fixed route service in low-density areas combined with the expansion in demand response services. Demand response service accounts for a substantial portion of the service provided in medium and small urbanized areas.

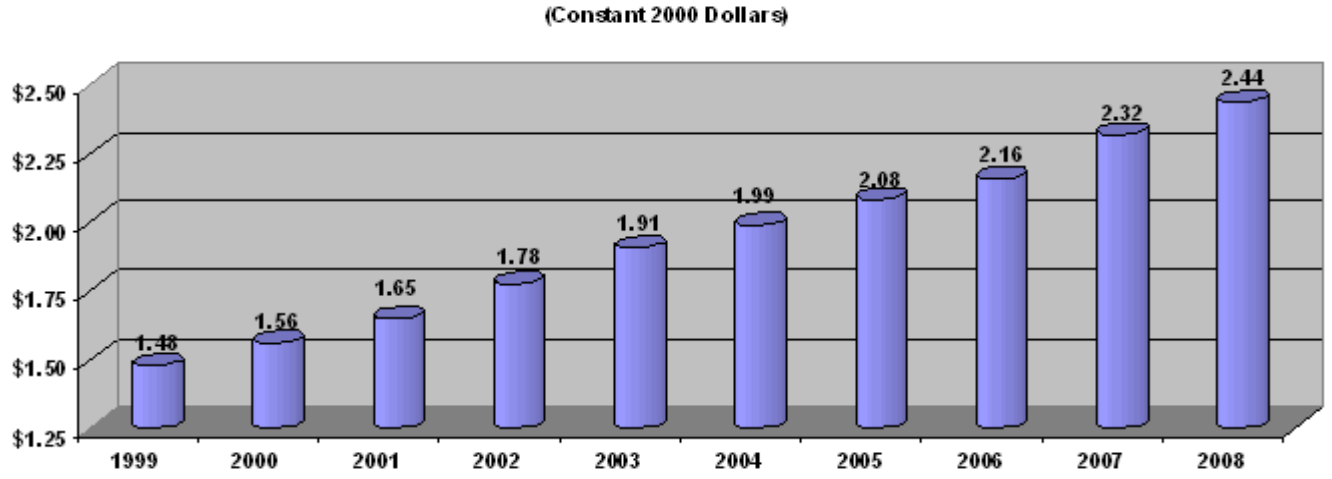


Figure 41: Total Operating Subsidy per Trip 1999 - 2008

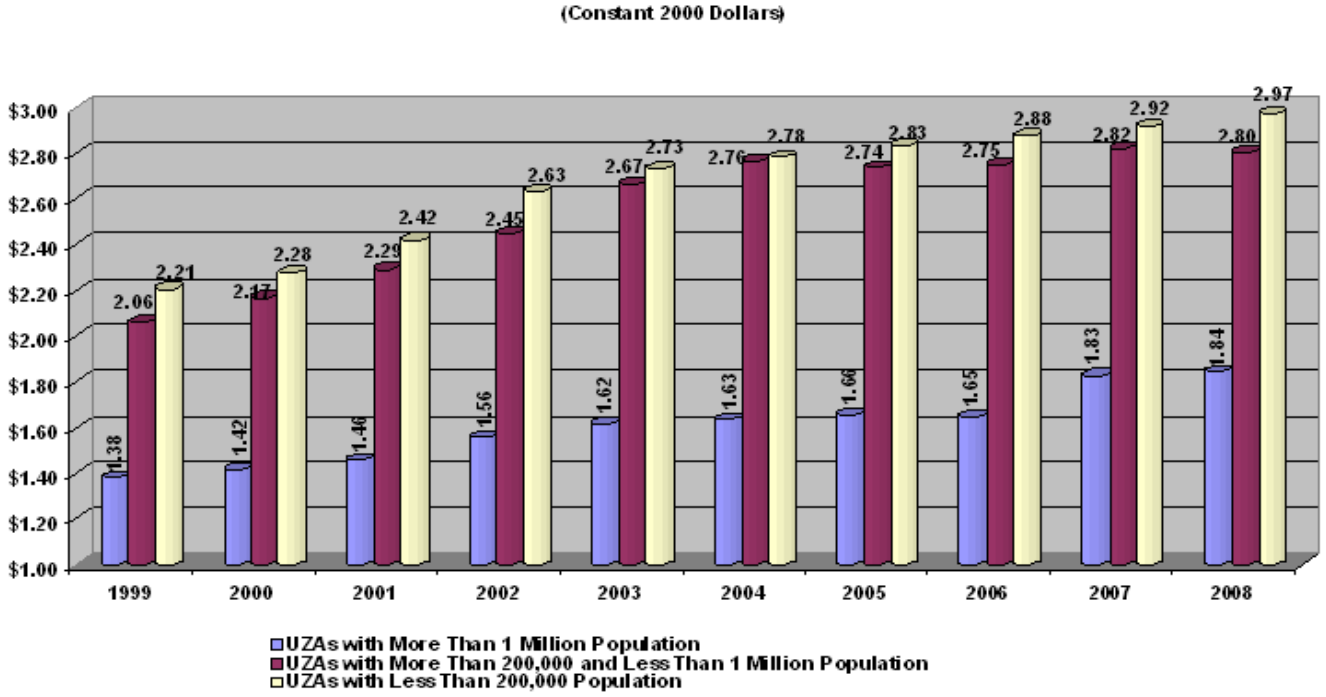


Figure 42: Total Subsidy per Trip by Urbanized Area Size 1999 - 2008

Operating Funding Sources by UZA

Concepts

Operating funding sources include:

- Fare revenues
- Federal assistance
- State assistance
- Local assistance
- Other funds.

Other funds include non-transportation funds, subsidies from other sectors of operations, auxiliary transportation funds, charter service, freight tariffs, school bus funds and directly levied taxes.

Comments

For large urbanized areas, the share of fare revenues decreased significantly from 1999-2008. A decrease in the share of fare revenues was compensated for by increases in Federal, state and local assistance.

Small and medium urbanized areas are more dependent upon operating subsidies than large urbanized areas. Fare revenues account for approximately 19 percent for these areas.

Comparison of Operating Funding Sources by UZAs

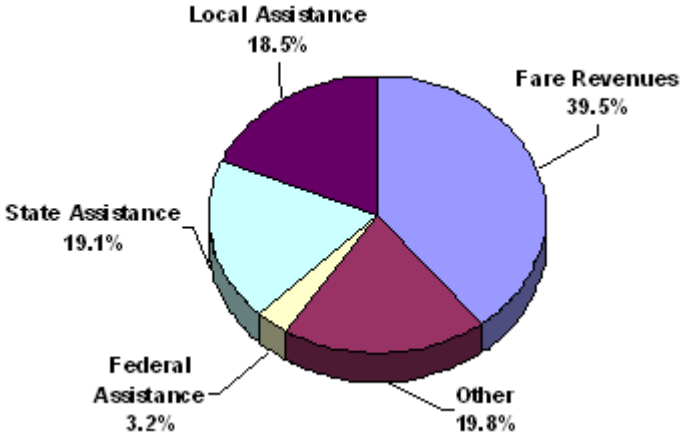


Figure 43: UZAs with More than 1 Million Population - 1999

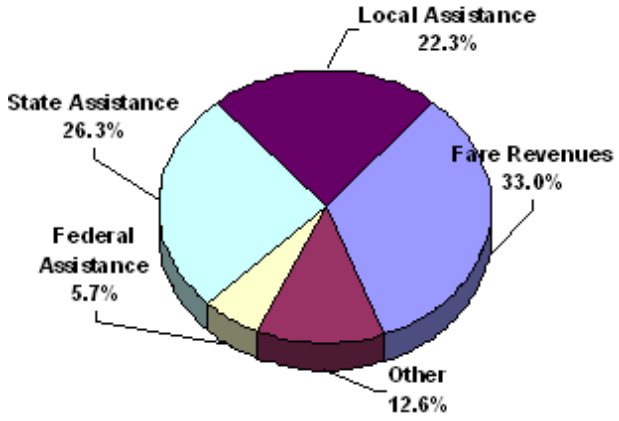


Figure 44: UZAs with More than 1 Million Population – 2008

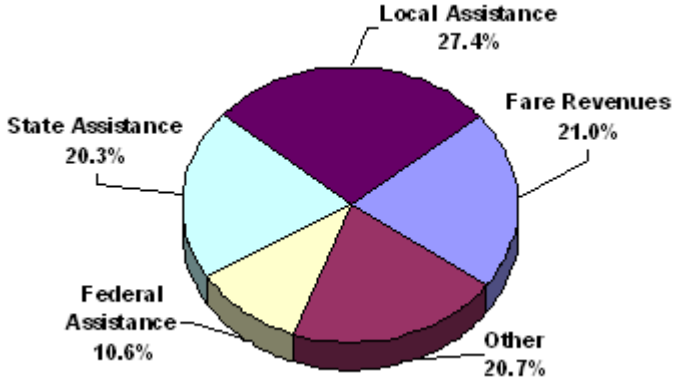


Figure 45: Equal to or More than 200,000 and Less than 1 Million Population - 1999

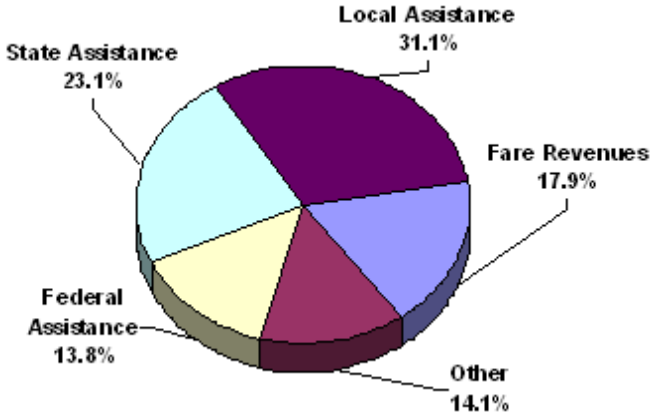


Figure 46: Equal to or More than 200,000 and Less than 1 Million Population - 2008

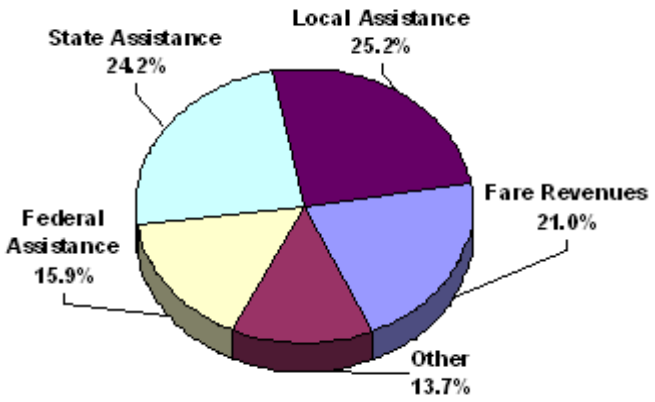


Figure 47: UZAs with Less than 200,000 Population - 1999

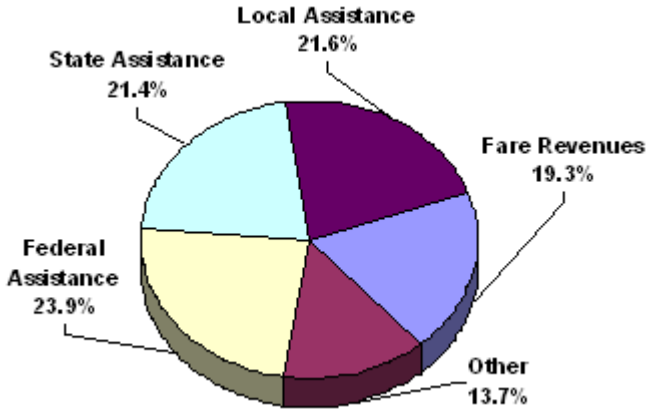


Figure 48: UZAs with Less than 200,000 Population - 2008

Capital Investment in Transit

Concepts

Capital funds are the funds that the transit agencies receive from Federal, state, local and directly generated sources and that are applied to capital projects. Directly generated sources include any funds generated or donated directly to the transit agency including passenger fares, advertising revenues, donations and grants from private entities.

Comments

Capital investment increased by approximately 47 percent over the last 10 years. The role of the Federal government accounted on average for 43 percent of all capital invested in transit during the same period.

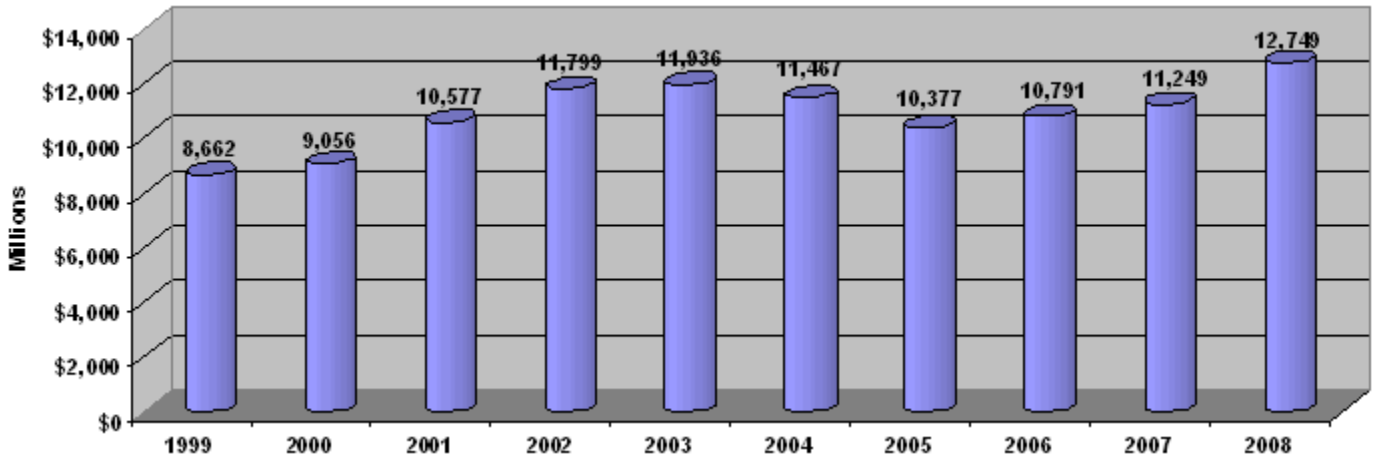


Figure 49: Total Capital Assistance — 1999 - 2008

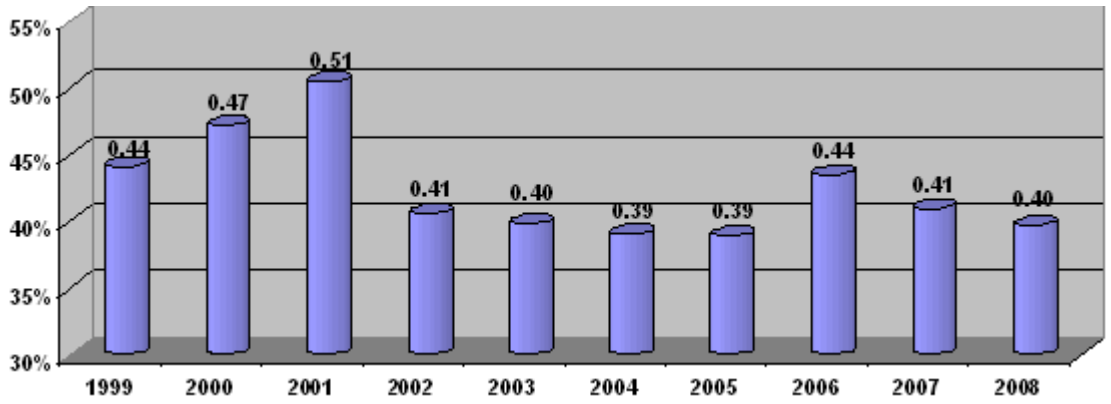


Figure 50: Percent of Federal Share of Total Capital Assistance 1990 - 2008

Sources of Capital Funding by UZA

Comments

Most of capital invested in transit comes from Federal sources. Federal funds account for a significant portion of all capital invested in small and medium urbanized areas. Large urbanized areas rely primarily on local and state funds and directly levied taxes to pay for capital projects.

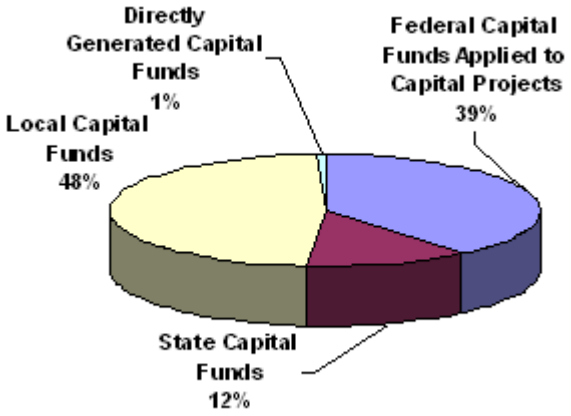


Figure 51: UZAs with more than 1 Million Population

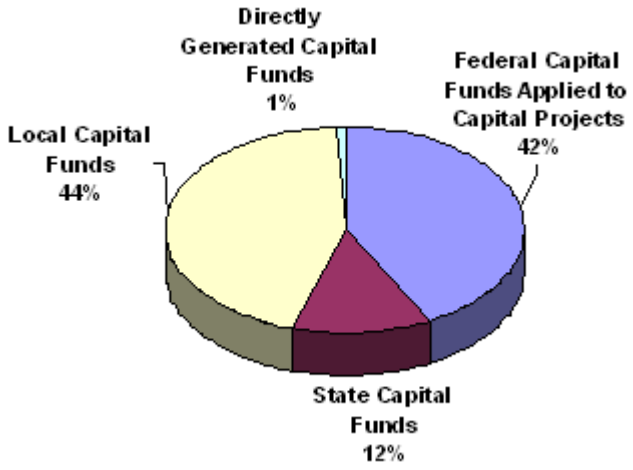


Figure 52: UZAs Equal to or More than 200,000 and Less than 1 Million Population

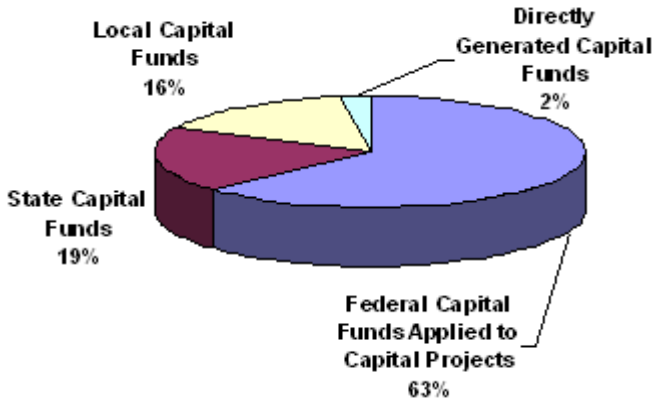


Figure 53: UZAs with Less than 200,000 Population

Capital Expenditures

Concepts

Uses of Capital include the following categories:

- Revenue vehicles: Vehicles used to provide transit service for passengers. Capital funds for revenue vehicles may be used for replacement, rehabilitation, remanufacture, rail overhaul and expansion of fleet.
- Guideway: Buildings and structures dedicated for the operation of transit vehicles such as: at grade, elevated and subway structures, tunnels, bridges, track and power systems for rail modes and paved highway lanes dedicated to bus.
- Communication and Information systems: Communication systems include two-way radio systems for communicating between dispatchers and vehicle operations, cab signaling and train control equipment in rail systems, automatic vehicle locator systems, automated dispatching systems, vehicle guidance systems, telephones, facsimile machines and public address systems. Information systems include computers, monitors, printers, scanners, data storage devices and associated software that support general office, accounting, scheduling, vehicle and non-vehicle maintenance and customer service functions.
- Fare revenue collection equipment: Includes capital expenses for the acquisition of fare revenue collection equipment such as turnstiles, fare boxes (drop), automated fare boxes, and related software, money changers, etc.
- Maintenance facilities: Central / overhaul maintenance facilities, light maintenance and storage facilities.
- Passenger stations: Boarding/alighting facilities with a platform, including: transportation / transit / transfer centers, park and ride facilities, and transit malls with the above components, including those only utilized by buses. Passenger stations do not include: bus, light rail, or cable car stops.
- Administration buildings: Include capital expenses for administrative buildings including the cost for design and engineering, land acquisition and relocations, demolition, and purchase or construction of administrative buildings.
- Service (non-revenue) vehicles: Service, supervisory and other vehicles other than revenue vehicles.
- Other including passenger shelters, signs and amenities, furniture and equipment that are not integral parts of buildings and structures.

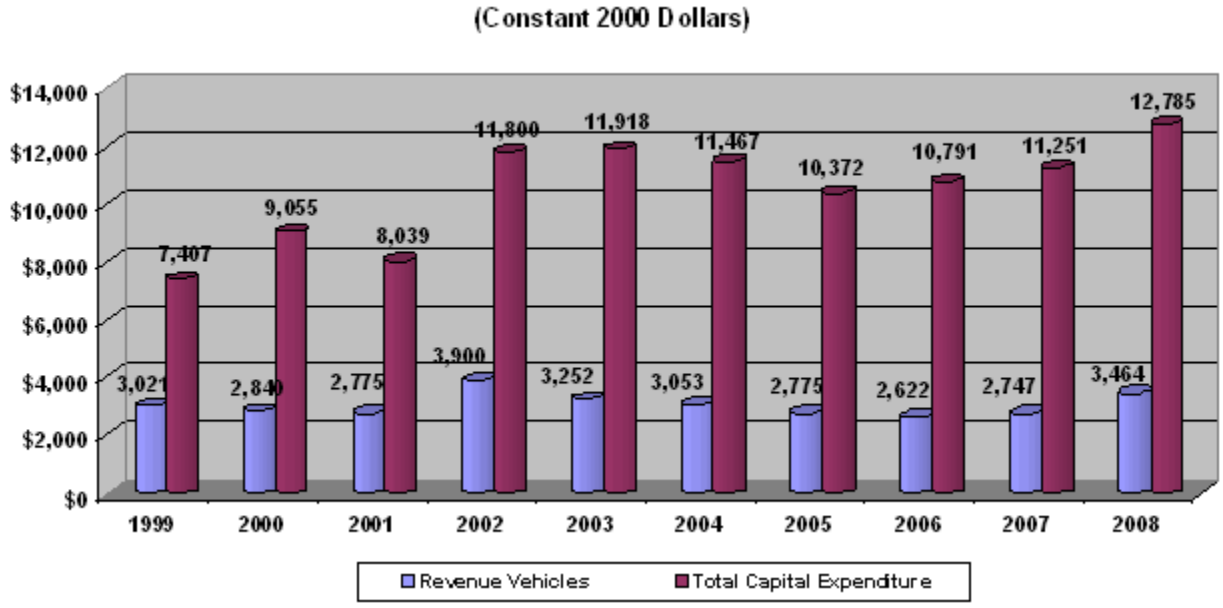


Figure 54: Capital Expenditures — 1999 - 2008

Uses of Capital by Urbanized Area Size

Comments

Large and medium-sized urbanized areas operate almost all rail systems in the nation, and guideway and facilities account for a significant portion of the overall capital costs.

For small urbanized areas, bus and demand response are the most common modes. Thus, most uses of capital are revenue vehicles and facilities.

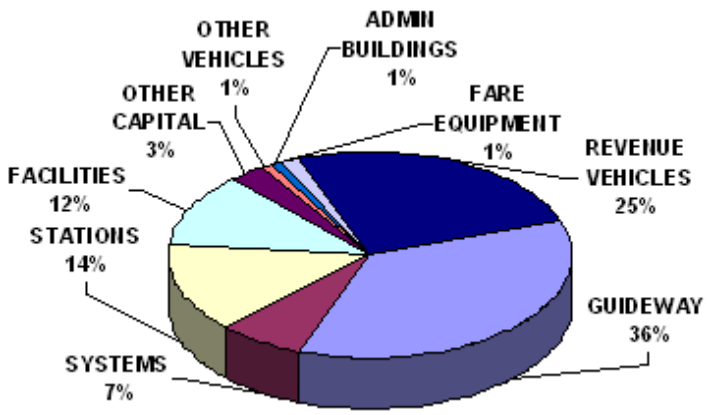


Figure 55: UZAs with more than 1 Million Population

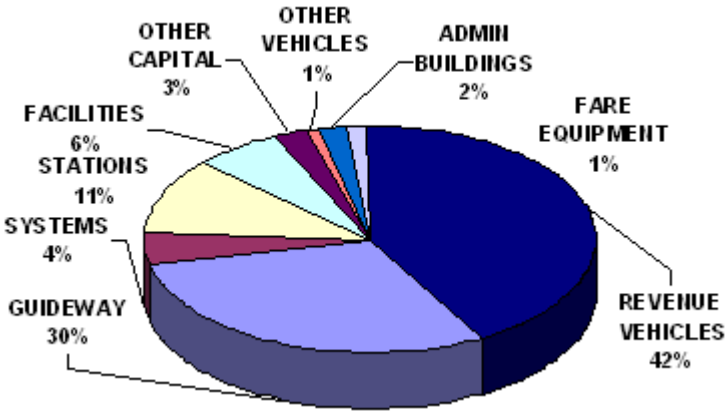


Figure 56: UZAs Equal to or More than 200,000 and Less than 1 Million Population

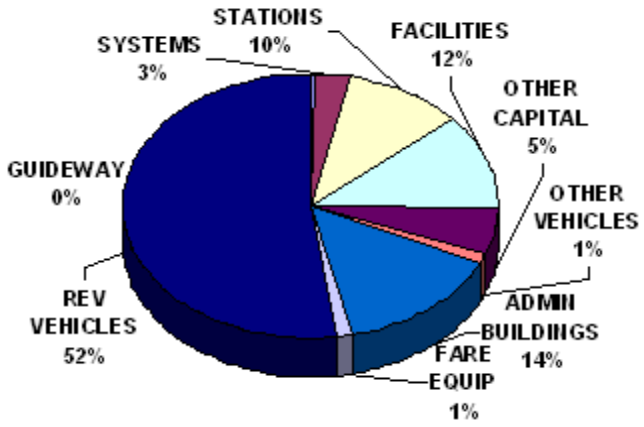


Figure 57: UZAs with Less than 200,000 Population

Distribution of Capital by Mode and Category

Comments

Bus systems require less capital investment than rail systems. Generally, rail systems are located in high-density corridors within the larger metropolitan areas of the United States. The high levels of service supplied in these areas require large investments in transit infrastructure (e.g. track, signals and communication systems, complex maintenance facilities, passenger stations, inter-modal terminals, real time data acquisition systems and other cost intensive items).

Bus systems do not require the same level of investment in infrastructure as rail. Therefore, revenue vehicles are the main use of capital for bus.

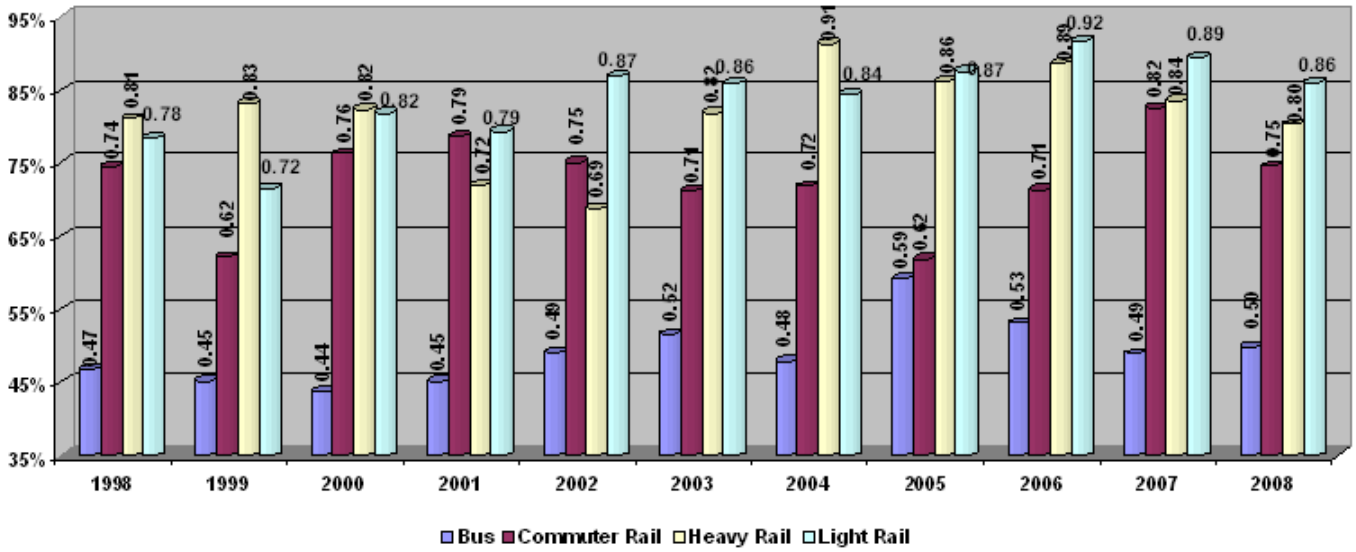


Figure 58: Percent of Uses of Capital Net of Revenue Vehicles Capital Expenditures 1999 — 2008

Fleet Characteristics

Average Fleet Age by Vehicle Type

Concepts

Large, medium, small and articulated buses are rubber tired passenger vehicles powered by diesel gasoline, electric battery or other alternative fuel engines.

- Type “A” buses are equipped with more than 35 seats.
- Type “B” buses are equipped with 25 -35 seats.
- Type “C” buses are equipped with 25 seats.
- Type “AB” are extra long buses that measure between 54 and 60 feet.
- Ferryboat
- Heavy Rail
- Light Rail
- Commuter Rail (Passenger Cars)
- Vans

Comments

The average fleet age of type “C” buses have been stable over the last 10 years, while the average fleet age of large and medium buses decreased 13 percent.

The average fleet age of articulated buses decreased in the last 10 years (from 9.3 years old in 1999 to 6.9 years old in 2008).

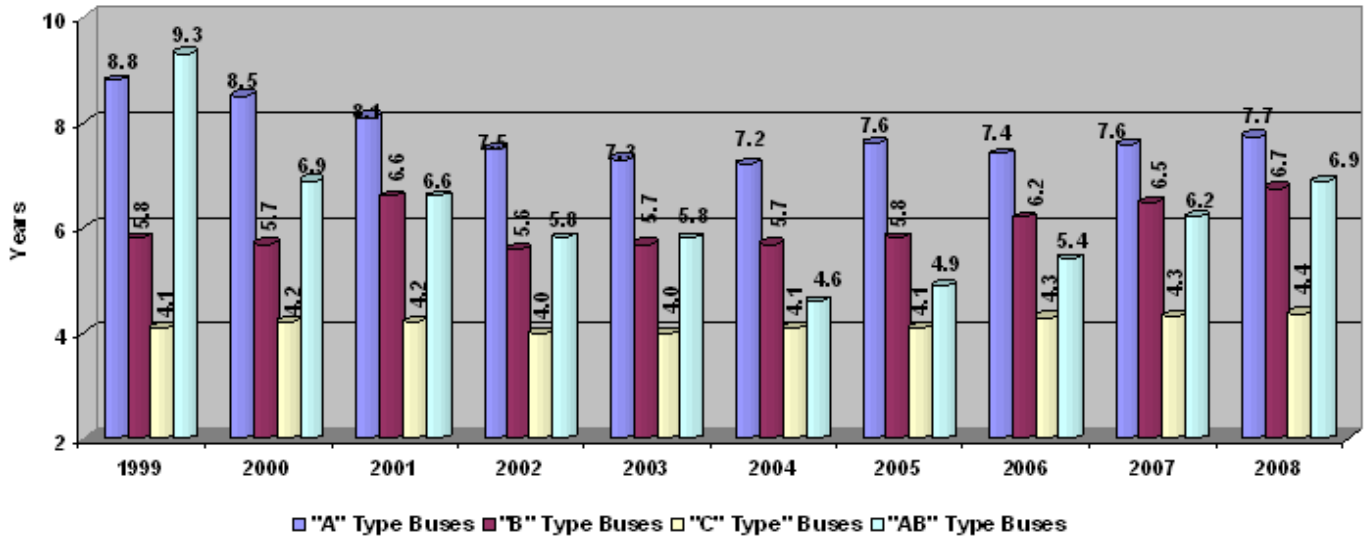


Figure 59: Average Fleet Age by Vehicle Type 1999 – 2008

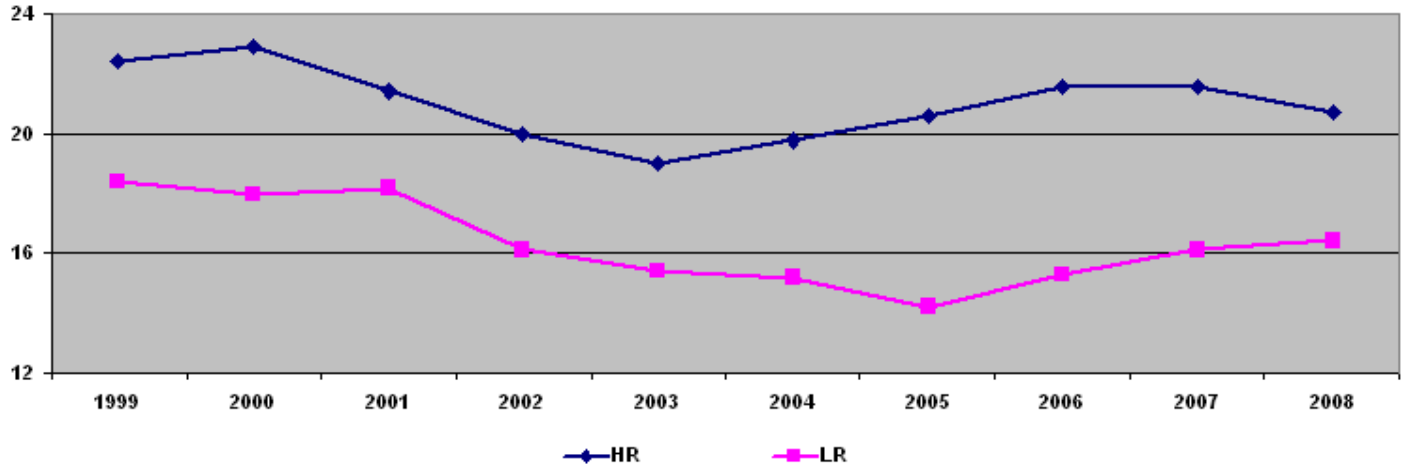


Figure 60: Average Fleet Age by Mode (Heavy Rail, Light Rail) 1999 - 2009

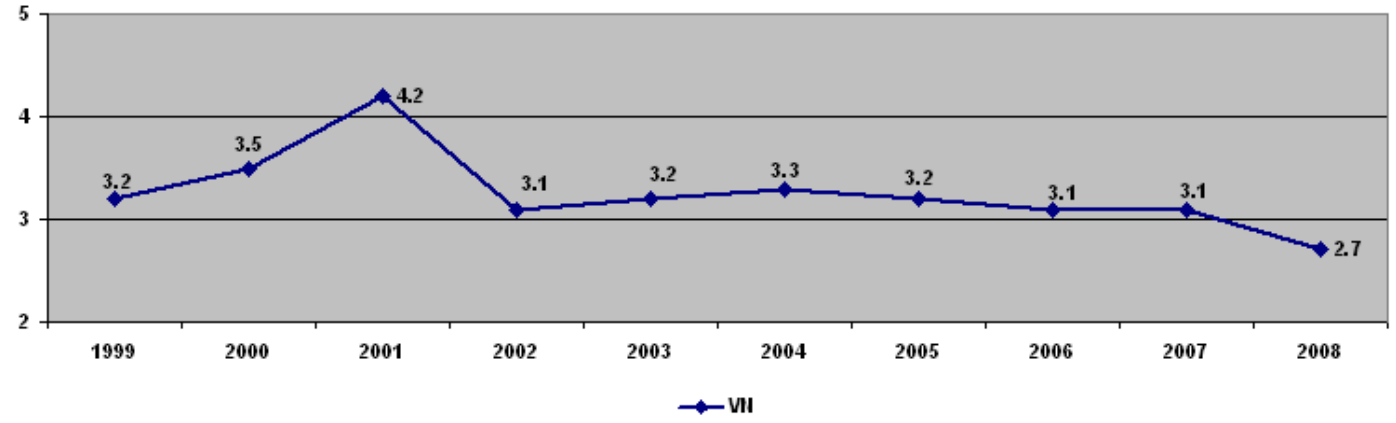


Figure 61: Average Vanpool Fleet Age Vanpool 1999 – 2008

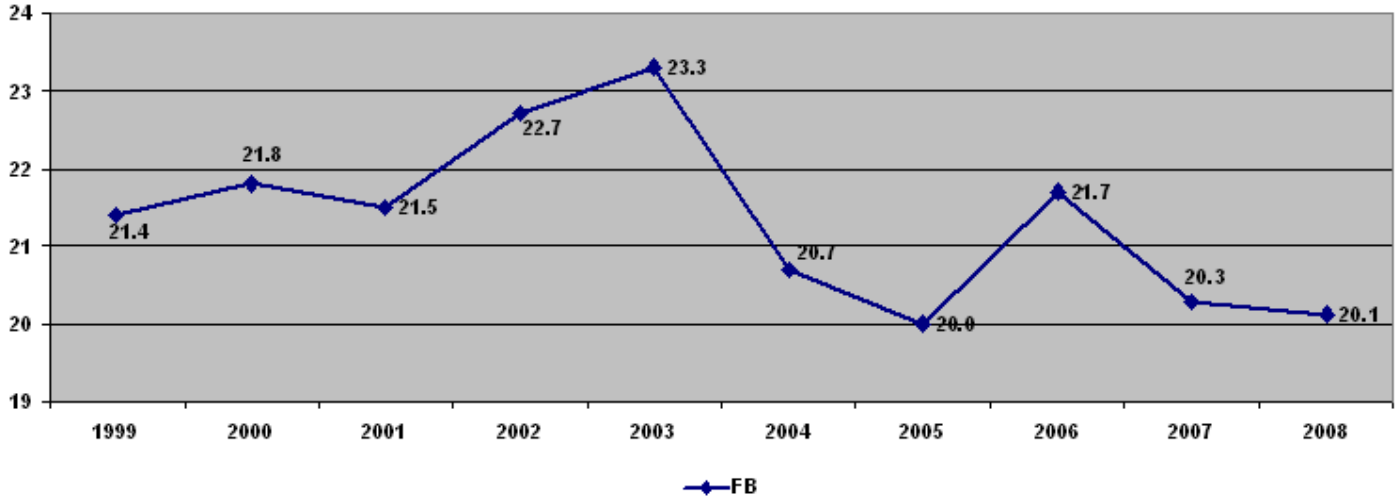


Figure 62: Average Ferryboat Fleet Age 1999 – 2008

Age Distribution of Buses by Vehicle Type

Comments

The share of articulated buses 5 years old or less increased from 23.5 percent in 1998 to 40 percent in 2007.

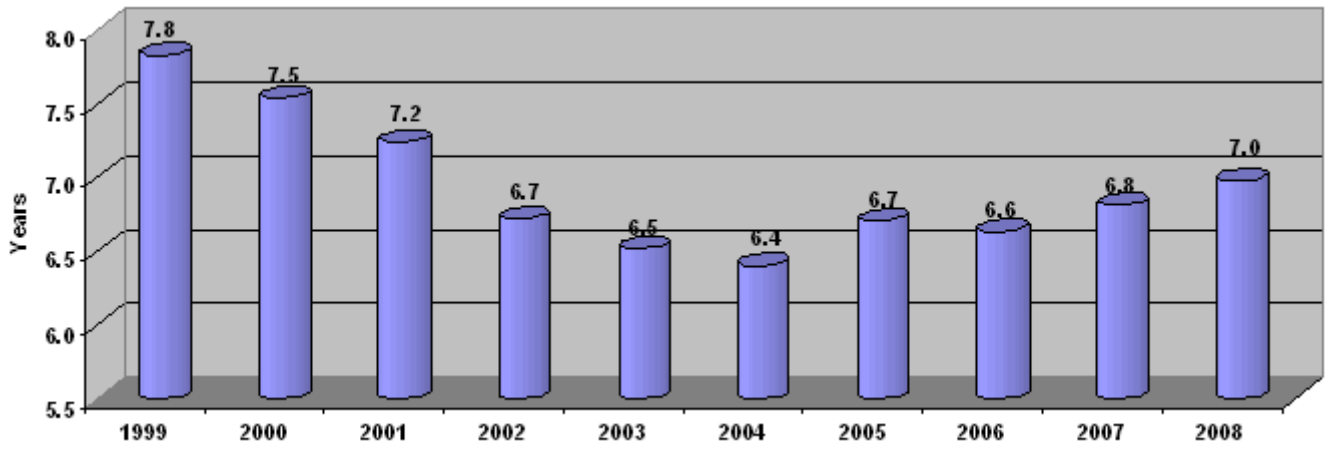


Figure 63: Average Bus Fleet Age 1999 - 2008

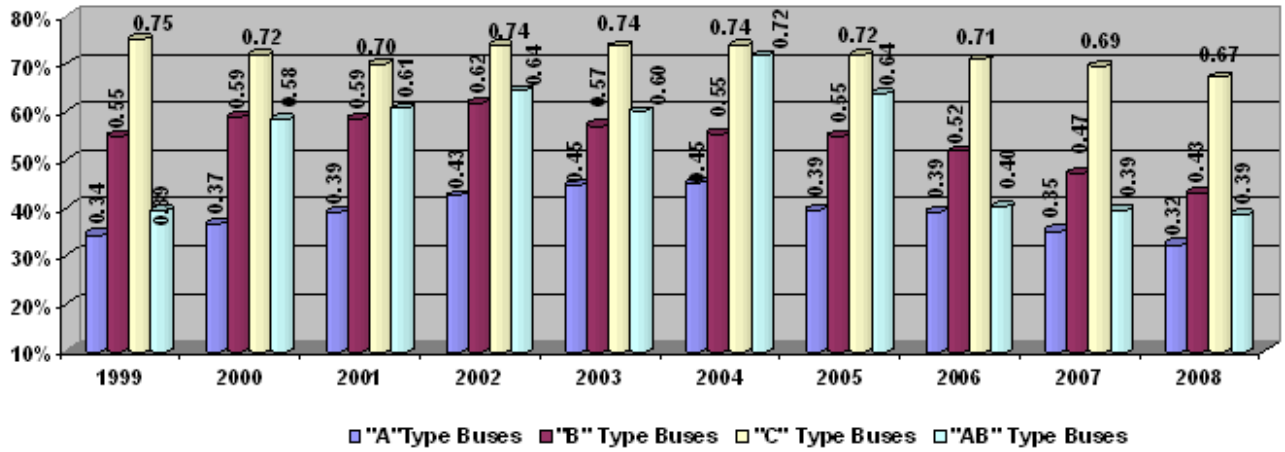


Figure 64: Percent of Bus Fleet 5 Years Old or Less by Vehicle Type 1999 – 2008

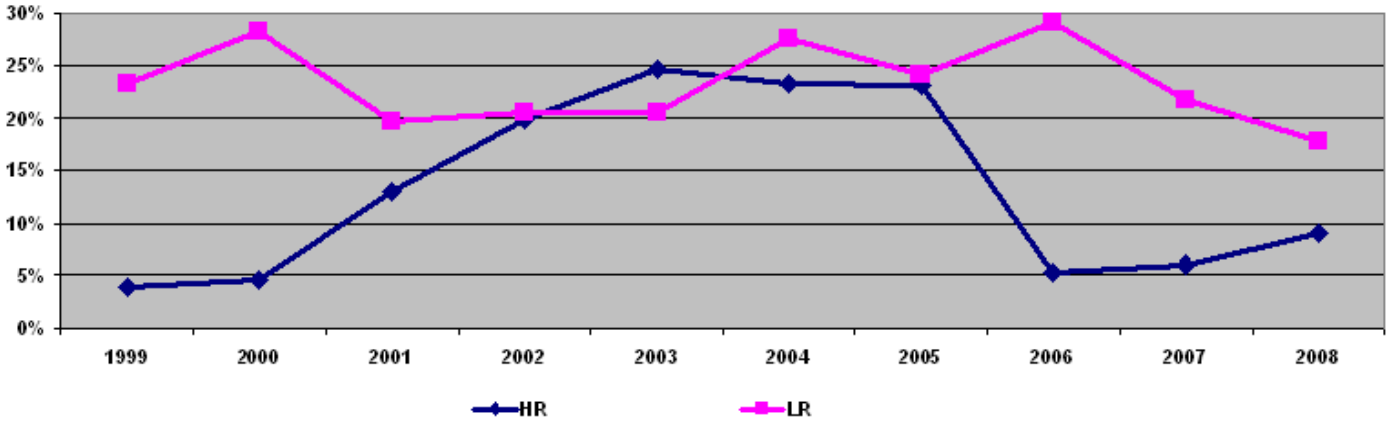


Figure 65: Percent of Rail Fleet 5 Years Old or Less 1999 - 2008

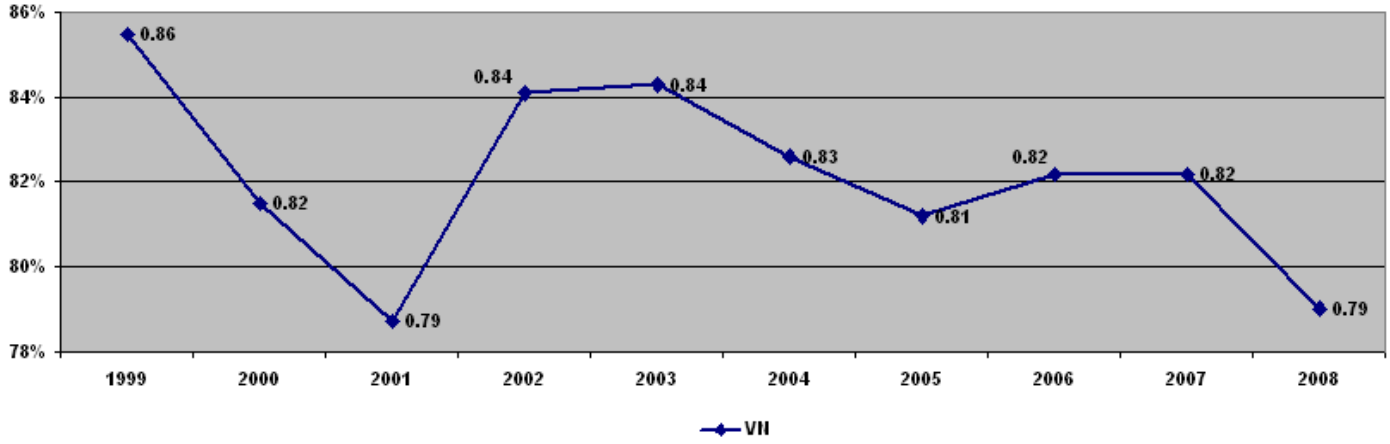


Figure 66: Percent of Vanpool Fleet 5 Years Old or Less 1999 - 2008

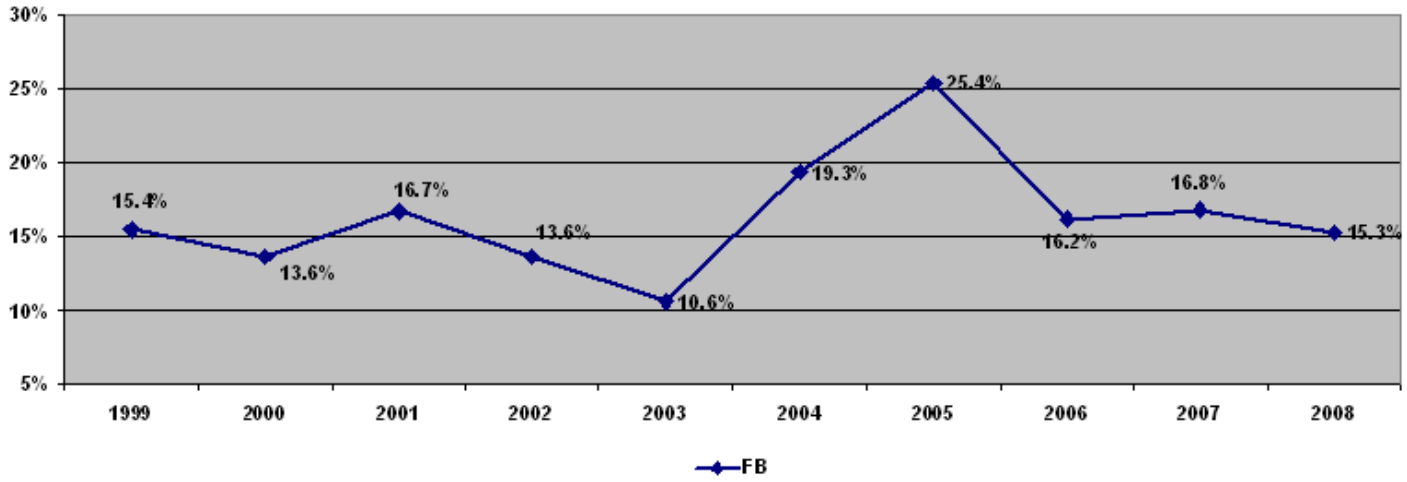


Figure 67: Percent of Ferryboat Fleet 5 Years Old or Less 1999 - 2008

Fixed Guideway Mileage

Concepts

Fixed guideway directional route miles are the miles in each direction that transit vehicles travel while in revenue service on fixed guideways (high occupancy vehicle lanes, transit malls, busways, or rail track).

Fixed guideway mileage is a measure of the route path over a facility or roadway; it does not measure the service carried on the facility. This mileage is computed with regard to direction of service and is recorded without regard to the number of traffic lanes or rail tracks existing on the right-of-way.

Comments

Bus fixed guideway directional route miles increased by nearly 49 percent while rail modes increased 20 percent.

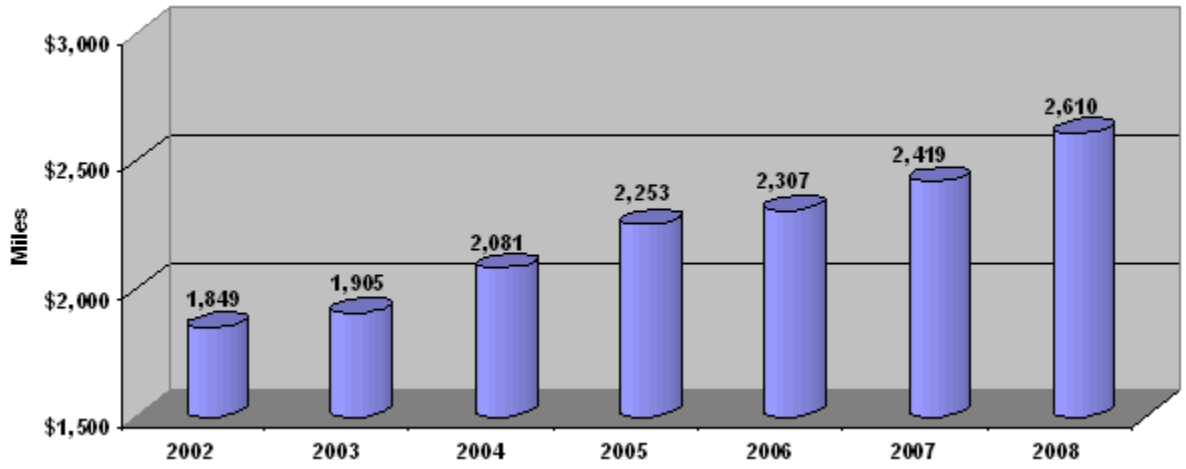


Figure 68: Fixed Guideway Mileage — Bus 2002 - 2008

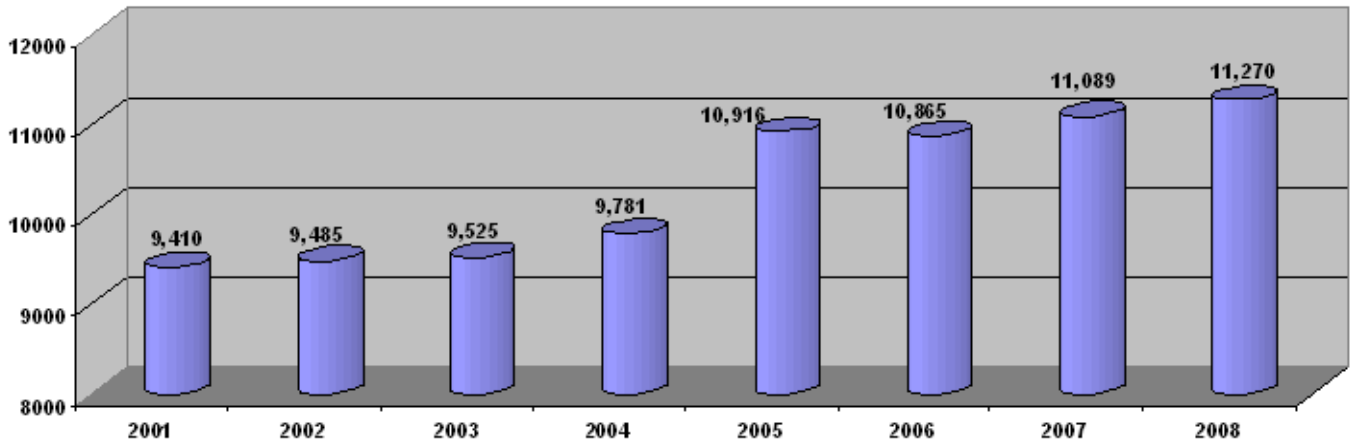


Figure 69: Fixed Guideway Mileage — Rail Modes 2001 - 2008

Alternative Fuel Usage

Concepts

Alternative fuels are not diesel or gasoline. They include compressed natural gas (CNG), electric, battery, ethanol, methanol, liquefied petroleum gas, liquefied natural gas (LNG), kerosene, bio-diesel, grain substitute and other fuels.

The national bus fleet includes only buses fully dedicated to transit service.

Comments

The share of the national bus fleet using alternative fuels rose from 7 percent in 1999 to 25 percent in 2008.

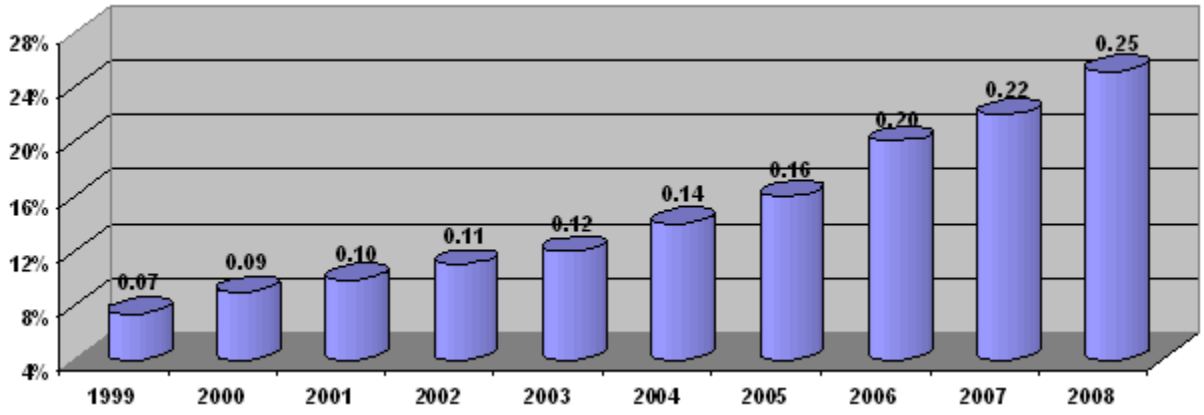


Figure 70: Percent of National Bus Fleet Using Alternative Fuels 1999 - 2008

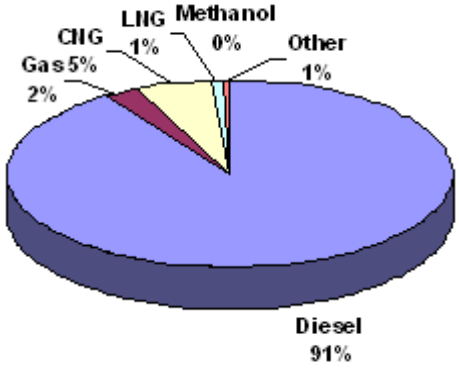


Figure 71: Percentage of Fuel Consumption for Non-Electric Modes - 1999

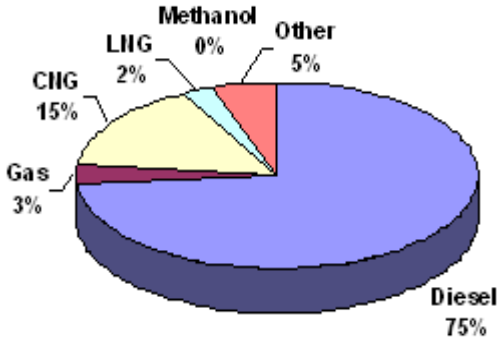


Figure 72: Percentage of Fuel Consumption for Non-Electric Modes - 2008

2008 National Transit Profile

General Information (Millions)

Service Consumption

Annual Passenger Miles	53,712.1
Annual Unlinked Trips	10,256.7
Average Weekday Unlinked Trips	33.9
Average Saturday Unlinked Trips	17.7
Average Sunday Unlinked Trips	12.4

Service Supplied

Annual Vehicle Revenue Miles	3,894.5
Annual Vehicle Revenue Hours	260.4
Vehicles Operated in Maximum Service	106,279
Vehicles Available for Maximum Service	129,355

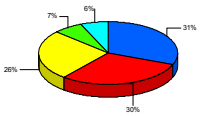
Financial Information (Millions)

Fare Revenues Earned	$11,425.3
Sources of Operating Funds Expended	
Fare Revenues (31 %)	$11,378.4
Local Funds (30%)	10,756.1
State Funds (26%)	9,405.1
Federal Assistance (7%) (***)	2,567.7
Other Funds (6%)	2,306.7
Total Operating Funds Expended	$36,414.0
Sources of Capital Funds Expended	
Local Funds (47%)	$7,588.7
State Funds (12%)	1,983.6
Federal Assistance (40%) (***)	6,418.6
Other Funds (1%)	110.4
Total Capital Funds Expended	$16,101.4

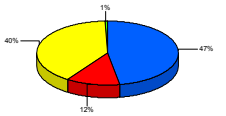
Summary of Operating Expenses (Millions)

Salary, Wages and Benefits	$22,053.2
Materials and Supplies	4,299.7
Purchased Transportation	3,973.4
Other Operating Expenses	3,153.1
Total Operating Expenses	$33,479.4
Reconciling Cash Expenditures	$2,835.5

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	43,897	8,132	$1,682.9	$478.2	$977.9	$216.4	$3,355.2
Heavy Rail	9,100	40	$1,206.8	$2,846.7	$1,920.3	$152.0	$6,125.9
Commuter Rail	4,506	1,111	$684.0	$1,137.0	$752.0	$113.3	$2,686.2
Demand Response	6,143	19,461	$191.0	$14.1	$47.2	$11.6	$263.9
Light Rail	1,359	63	$485.6	$2,449.4	$411.4	$111.8	$3,458.3
Ferryboat	77	36	$57.6	$1.1	$52.5	$2.0	$113.2
Trolleybus	444	3	$29.0	$13.1	$1.2	$1.2	$44.6
Cable Car	27	0	$0.0	$1.1	$1.5	$0.0	$2.6
Vanpool	6,485	3,033	$17.7	$0.0	$0.8	$0.8	$19.4
Automated Guideway	37	0	$3.3	$2.3	$2.6	$1.9	$10.1
Publico	0	2,250	$0.0	$0.0	$0.0	$0.0	$0.0
Aerial Tramway	2	0	$0.0	$0.0	$0.0	$0.0	$0.0
Monorail	0	8	$0.0	$0.0	$0.0	$0.0	$0.0
Inclined Plane	6	2	$0.1	$0.1	$0.0	$0.1	$0.4
Alaska Railroad	57	0	$1.3	$6.3	$1.2	$0.4	$9.2
Total	72,140	34,139	$4,359.3	$6,949.4	$4,168.7	$611.5	$16,088.9

Performance Measures

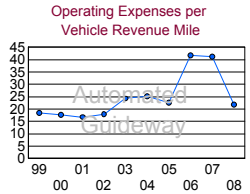
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	$9.2	$114.8	$0.8	$3.3	2.8	34.8
Heavy Rail	$9.4	$188.9	$0.4	$1.7	5.4	109.3
Commuter Rail	$13.9	$434.2	$0.4	$9.1	1.5	47.7
Demand Response	$4.2	$60.2	$3.4	$30.0	0.1	2.0
Light Rail	$14.6	$219.2	$0.6	$2.8	5.2	78.6
Ferryboat	$153.5	$1,463.3	$1.3	$8.2	18.6	177.6
Trolleybus	$19.1	$136.4	$1.3	$2.1	9.0	64.1
Cable Car	$107.3	$351.2	$5.6	$6.9	15.5	50.8
Vanpool	$0.8	$30.5	$0.1	$4.1	0.2	7.5
Automated Guideway	$21.9	$178.7	$3.4	$3.6	6.0	49.5
Publico	$1.2	$15.1	$0.2	$1.0	1.2	14.5
Aerial Tramway	$0.0	$0.0	$0.0	$0.0	0.0	0.0
Monorail	$12.1	$112.1	$1.6	$1.5	8.3	76.9
Inclined Plane	$37.7	$112.1	$3.8	$1.4	27.6	82.1
Alaska Railroad	$27.6	$508.8	$1.4	$26.1	1.1	19.5

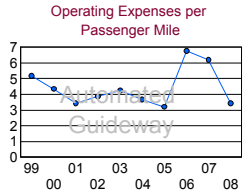
Modal Characteristics

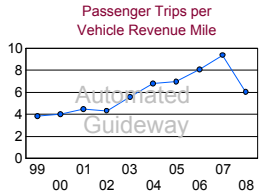
	Operating Expenses (Millions)	Fare Revenues (Millions)	Uses of Capital Funds (Millions)	Annual Passenger Miles (Millions)	Annual Vehicle Revenue Miles (Millions)	Annual Unlinked Trips (Millions)	Annual Vehicle Revenue Hours
Bus	$17,963.1	$4,730.0	$3,355.2	21,198.1	1,956.3	5,447.5	156.5
Heavy Rail	$6,128.5	$3,639.5	$6,125.9	16,849.9	655.4	3,547.3	32.4
Commuter Rail	$4,293.8	$2,160.5	$2,686.2	11,032.0	309.0	471.3	9.9
Demand Response	$2,860.8	$210.8	$263.9	843.9	688.2	95.5	47.5
Light Rail	$1,258.5	$368.4	$3,458.3	2,081.1	86.3	451.4	5.7
Ferryboat	$507.3	$119.5	$113.2	390.5	3.3	61.6	0.3
Trolleybus	$214.3	$63.3	$44.6	160.7	11.2	100.8	1.6
Cable Car	$51.3	$24.2	$2.6	9.1	0.5	7.4	0.1
Vanpool	$121.2	$70.4	$19.4	991.9	156.9	29.9	4.0
Automated Guideway	$42.1	$1.4	$10.1	12.3	1.9	11.7	0.2
Publico	$30.2	$29.5	$0.0	138.0	25.1	29.0	2.0
Aerial Tramway	$0.0	$0.0	$0.0	0.0	0.0	0.0	0.0
Monorail	$2.3	$2.7	$0.0	1.4	0.2	1.6	0.0
Inclined Plane	$2.2	$3.5	$0.4	0.6	0.1	1.6	0.0
Alaska Railroad	$3.6	$1.6	$9.2	2.6	0.1	0.1	0.0
Total	$33,479.4	$11,425.3	$16,088.9	53,712.1	3,894.5	10,256.7	260.4

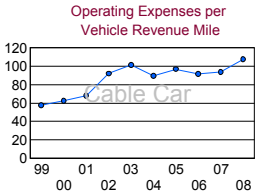
	Fixed Guideway Directional Route Miles (*)	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	4,040.0	63,151	7.3	52,029	1.6	22%
Heavy Rail	1,623.5	11,377	20.7	9,140	1.6	24%
Commuter Rail	7,261.0	6,494	18.3	5,617	1.7	16%
Demand Response	N/A	30,842	3.8	25,604	N/A	22%
Light Rail	1,397.4	1,948	16.8	1,422	1.6	37%
Ferryboat	681.8	131	20.1	113	0.0	16%
Trolleybus	451.4	590	9.0	447	1.4	34%
Cable Car	8.8	40	98.8	27	1.4	48%
Vanpool	N/A	10,893	2.7	9,518	N/A	14%
Automated Guideway	16.8	54	16.3	37	1.1	46%
Publico	N/A	3,718	N/A	2,250	N/A	65%
Aerial Tramway	0.0	0	0.0	2	0.0	(100.0)
Monorail	1.8	8.0	46.0	8	1.0	0%
Inclined Plane	2.8	8.0	78.5	8	1.0	0%
Alaska Railroad	958.0	101.0	24.2	57	1.0	77%
Total	16,443.3	129,355		106,279		

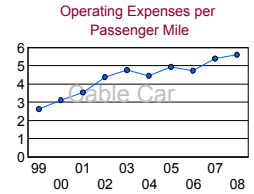
(*) Includes some double-counting for bus mode. These are the fixed-guideway miles at the agency's fiscal year end for all levels of service (A through F).
(**) Includes Federal capital funds used to pay for operating expenses. (***) Includes capital funds used to pay for capital projects.

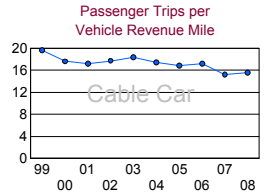

Operating Expenses per Vehicle Revenue Mile
Automated Guideway

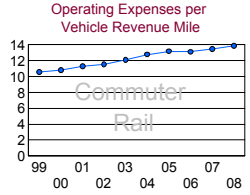

Operating Expenses per Passenger Mile
Automated Guideway

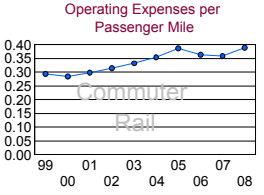

Passenger Trips per Vehicle Revenue Mile
Automated Guideway

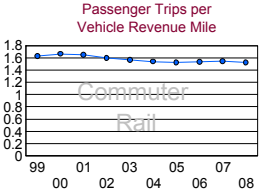

Operating Expenses per Vehicle Revenue Mile
Cable Car

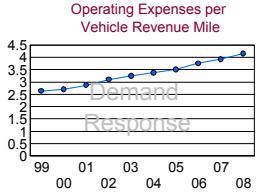

Operating Expenses per Passenger Mile
Cable Car

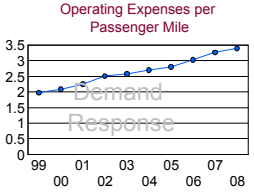

Passenger Trips per Vehicle Revenue Mile
Cable Car

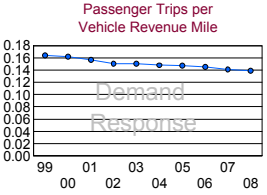

Operating Expenses per Vehicle Revenue Mile
Commuter Rail

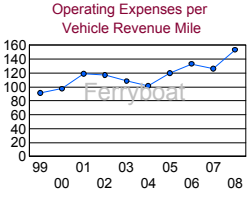

Operating Expenses per Passenger Mile
Commuter Rail

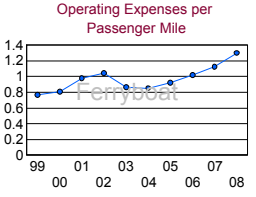

Passenger Trips per Vehicle Revenue Mile
Commuter Rail

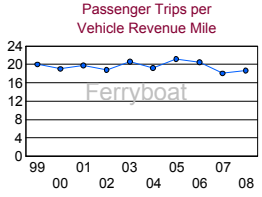

Operating Expenses per Vehicle Revenue Mile
Demand Response

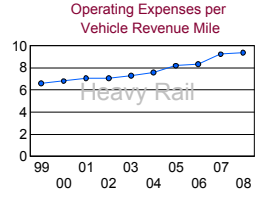

Operating Expenses per Passenger Mile
Demand Response

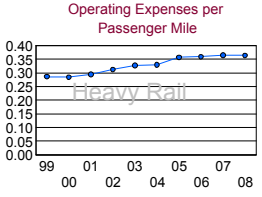

Passenger Trips per Vehicle Revenue Mile
Demand Response

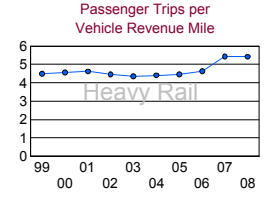

Operating Expenses per Vehicle Revenue Mile
Ferryboat

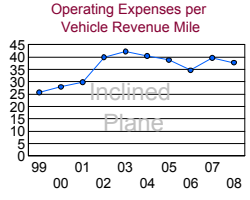

Operating Expenses per Passenger Mile
Ferryboat

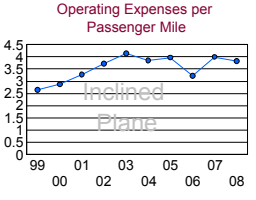

Passenger Trips per Vehicle Revenue Mile
Ferryboat

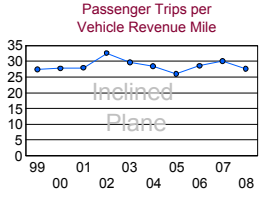

Operating Expenses per Vehicle Revenue Mile
Heavy Rail

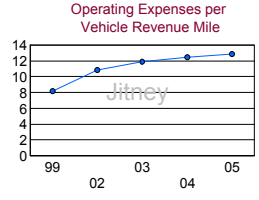

Operating Expenses per Passenger Mile
Heavy Rail

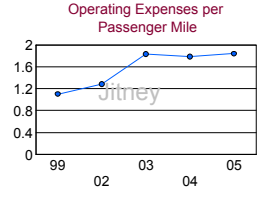

Passenger Trips per Vehicle Revenue Mile
Heavy Rail

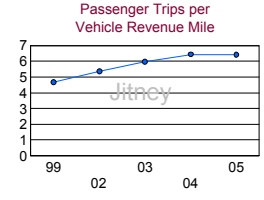

Operating Expenses per Vehicle Revenue Mile
Inclined Plane

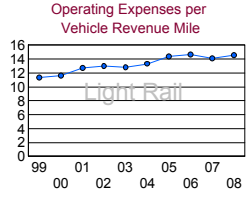

Operating Expenses per Passenger Mile
Inclined Plane

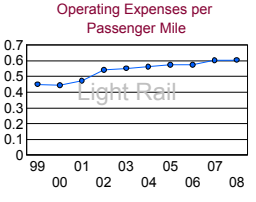

Passenger Trips per Vehicle Revenue Mile
Inclined Plane

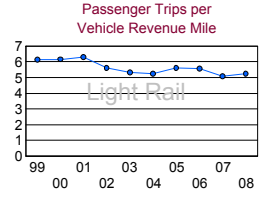

Operating Expenses per Vehicle Revenue Mile
Jitney

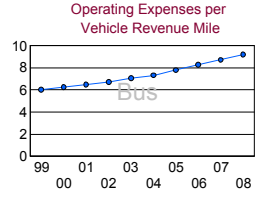

Operating Expenses per Passenger Mile
Jitney

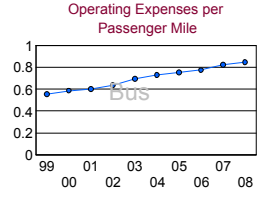

Passenger Trips per Vehicle Revenue Mile
Jitney

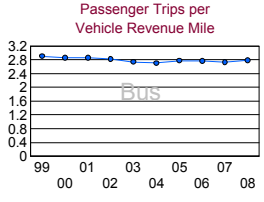

Operating Expenses per Vehicle Revenue Mile
Light Rail

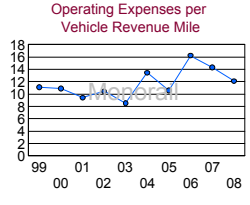

Operating Expenses per Passenger Mile
Light Rail

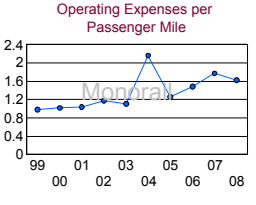

Passenger Trips per Vehicle Revenue Mile
Light Rail

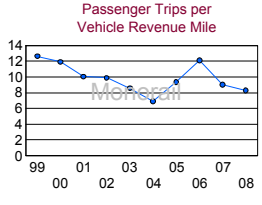

Operating Expenses per Vehicle Revenue Mile
Bus

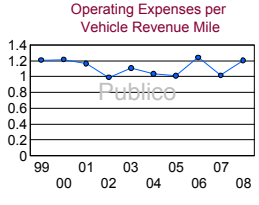

Operating Expenses per Passenger Mile
Bus

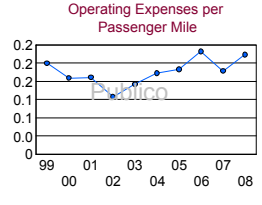

Passenger Trips per Vehicle Revenue Mile
Bus

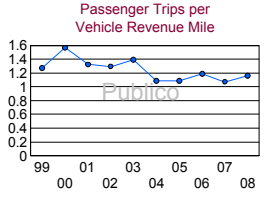

Operating Expenses per Vehicle Revenue Mile
Monorail

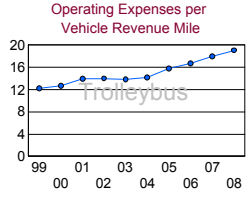

Operating Expenses per Passenger Mile
Monorail

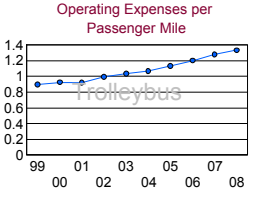

Passenger Trips per Vehicle Revenue Mile
Monorail

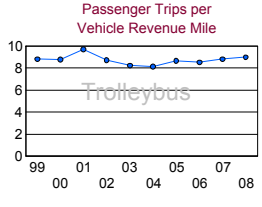

Operating Expenses per Vehicle Revenue Mile
Publico

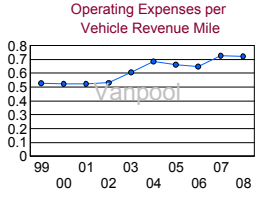

Operating Expenses per Passenger Mile
Publico


Passenger Trips per Vehicle Revenue Mile
Publico


Operating Expenses per Vehicle Revenue Mile
Trolleybus


Operating Expenses per Passenger Mile
Trolleybus


Passenger Trips per Vehicle Revenue Mile
Trolleybus


Operating Expenses per Vehicle Revenue Mile
Vanpool

Operating Expenses per Passenger Mile
Vanpool

Passenger Trips per Vehicle Revenue Mile
Vanpool

Data Used to Compile Graphics

Funds Applied to Transit 1999 - 2008 (Constant 2000 Dollars)

Year	Unlinked Passenger Trips – Adjusted (Millions)	Federal Funding (Millions)
1999	8,849	$4,705
2000	9,055	$5,267
2001	9,356	$6,435
2002	9,356	$5,965
2003	9,216	$6,249
2004	9,289	$6,315
2005	9,536	$6,009
2006	9,754	$6,834
2007	9,948	$6,672
2008	10,257	$7,138
% Change	**16.7%**	**51.7%**

Vehicle Revenue Miles (Millions) by Mode 1999 - 2008

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes	Total
1999	1,719	243	418	561	47	60	62	**3,111**
2000	1,764	248	452	578	51	62	47	**3,202**
2001	1,821	253	490	591	53	66	45	**3,319**
2002	1,864	259	525	604	60	71	45	**3,427**
2003	1,881	262	544	612	64	72	41	**3,476**
2004	1,885	269	561	625	67	78	64	**3,548**
2005	1,885	277	589	629	68	94	60	**3,602**
2006	1,910	287	607	634	73	110	50	**3,671**
2007	1,932	297	645	638	82	128	46	**3,769**
2008	1,956	309	688	655	86	157	42	**3,895**
% Change	**13.8%**	**27.0%**	**64.5%**	**16.8%**	**83.1%**	**162.0%**	**-32.9%**	**25.2%**

Unlinked Passenger Trips (Million) by Mode 1999 - 2008

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes	Total
1999	4,992	396	69	2,847	289	12	245	**8,849**
2000	5,040	413	73	2,968	316	12	234	**9,055**
2001	5,215	418	77	3,076	334	12	224	**9,356**
2002	5,268	414	79	3,027	337	12	220	**9,356**
2003	5,147	410	82	3,007	338	13	220	**9,216**
2004	5,094	414	83	3,100	350	15	233	**9,289**
2005	5,226	423	87	3,169	381	17	234	**9,546**
2006	5,274	441	88	3,302	407	20	222	**9,754**
2007	5,278	458	91	3,460	418	21	220	**9,948**
2008	5,448	471	96	3,547	451	30	214	**10,257**
% Change	**9.1%**	**19.1%**	**39.1%**	**40.7%**	**56.4%**	**148.6%**	**-12.7%**	**20.3%**

Distribution of Vehicle Revenue Miles

Mode	1999 Vehicle Revenue Miles	%	2008 Vehicle Revenue Miles	%
Bus	1,719	55.3%	1,956	50.2%
Commuter Rail	243	7.8%	309	7.9%
Demand Response	418	13.4%	688	17.7%
Heavy Rail	561	18.0%.	655	16.8%
Light Rail	47	1.5%	86	2.2%
Vanpool	60	1.9%	157	4.0%
Other	62	2.0%	42	1.1%
Total	**2,970**		**3,769**	

Distribution of Unlinked Passenger Trips

Mode	1999 Unlinked Passenger Trips (Adjusted)	%	2008 Unlinked Passenger Trips	%
Bus	4,992	58.6%	5,448	53.1%
Commuter Rail	396	4.6%	471	4.6%
Demand Response	69	0.8%	96	0.9%
Heavy Rail	2,521	29.6%	3,547	34.6%
Light Rail	289	3.4%	415	4.4%
Vanpool	12	0.1%	30	0.3%
Other	245	2.9%	214	2.1%
Total	**8,422**		**9,948**	

Relative Impact of the Data by UZA Size Group 2008

Item	UZAs with Less than 200,000 Population	UZAs Equal to or More than 200,000 and Less than 1 Million Population	UZAs with More than 1 Million Population
Uses of Capital — Non-Revenue Vehicle	1%	6%	93%
Passenger Fares	2%	5%	93%
Unlinked Trips	3%	7%	90%
Operating Expense	4%	9%	87%
Uses of Capital — Revenue Vehicle	3%	12%	85%
Vehicle Revenue Hours	7%	14%	79%
Vehicles Operated in Maximum Service	9%	16%	76%

Total Operating Expenses (Millions) 1999 — 2008 (Constant 2000 Dollars)

Year	Total Operating Expense (Millions)
1999	$19,267
2000	$20,009
2001	$21,037
2002	$21,971
2003	$22,597
2004	$23,088
2005	$23,878
2006	$24,585
2007	$25,948
2008	$26,605
% Change	**38.1%**

Operating Expenses by Function and Object Class Function 2008

	Operating Expense (Actual Dollars – Millions)	%
Vehicle Operations	$18,023	53.8%
Vehicle Maintenance	$6,628.7	19.8%
Non-Vehicle Maintenance	$3,410	10.2%
General Administration	$5,416.5	16.2%
Total	**$33,479.4**	

Total Operating Expenses (Millions) by Mode 1999 – 2008

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes	Total
1999	$10,146	$2,570	$1,097	$3,693	$536	$32	$505	$18,579
2000	$11,026	$2,679	$1,225	$3,931	$597	$32	$518	$20,009
2001	$11,813	$2,852	$1,410	$4,180	$676	$34	$562	$21,528
2002	$12,613	$2,995	$1,636	$4,267	$778	$39	$605	$22,933
2003	$13,316	$3,173	$1,779	$4,446	$815	$46	$611	$24,185
2004	$13,790	$3,436	$1,902	$4,734	$887	$57	$620	$25,427
2005	$14,666	$3,657	$2,071	$5,145	$978	$66	$655	$27,238
2006	$15,796	$3,765	$2,286	$5,287	$1,070	$77	$743	$29,025
2007	$16,812	$4,001	$2,5389	$5,888	$1,163	$101	$800	$31,304
2008	$17,963	$4,294	$2,861	$6,128	$1,7963	$121	$853	$33,479
% Change	**77.1%**	**67.1%**	**160.8%**	**65.9%**	**134.7%**	**284.1%**	**69.1%**	78.1%

Total Operating Expense by Object Class — Directly Operated Service 2008

	Operating Expense (Actual Dollars) (Millions of Dollars)	%
Salaries	$12,898	45.4%
Fringe Benefits	$8,859	31.2%
Services	$1,859	6.6%
Materials and Supplies	$3,942	13.9%
Utilities	$1,171	4.1%
Other	-$344	-1.2%
Total — Directly Operated	$28,385	
Purchased Transportation (*)	$5,095	
Total	$33,479	
(*) Does not include purchased transportation detailed by object class.		

Operating Expenses per Unlinked Passenger Trip by Mode 1999 - 2008 (Constant 2000 Dollars)

Year	Bus	Commuter Rail	Demand Response	Heavy Rail (Adjusted)	Light Rail	Vanpool	Other Modes
1999	$2.1	$6.7	$16.5	$1.3	$1.9	$2.7	$2.1
2000	$2.2	$6.5	$16.7	$1.3	$1.9	$2.7	$2.2
2001	$2.2	$6.7	$18.4	$1.3	$2.0	$2.8	$2.5
2002	$2.3	$6.9	$19.9	$1.4	$2.2	$3.0	$2.6
2003	$2.4	$7.2	$20.3	$1.4	$2.3	$3.2	$2.6
2004	$2.5	$7.5	$20.8	$1.4	$2.3	$3.3	$2.4
2005	$2.5	$7.6	$20.9	$1.4	$2.3	$3.4	$2.5
2006	$2.5	$7.2	$21.9	$1.4	$2.2	$3.2	$2.9
2007	$2.6	$7.2	$23.1	$1.4	$2.3	$3.4	$3.0
2008	$2.6	$7.2	$23.8	$1.4	$2.2	$3.0	$3.2
% Change	**23.3%**	**8.7%**	**43.8%**	**3.2%**	**16.2%**	**11.7%**	**50.1%**

Operating Expenses per Vehicle Revenue Hour by Mode 1999 - 2008 (Constant 2000 Dollars)

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes
1999	$79.8	$308.1	$40.0	$139.1	$177.6	$16.2	$112.9
2000	$80.9	$347.5	$40.6	$141.1	$187.9	$21.1	$127.6
2001	$82.7	$350.3	$43.8	$137.4	$191.4	$20.6	$123.4
2002	$84.0	$358.6	$44.4	$139.7	$188.6	$19.4	$128.5
2003	$84.6	$366.0	$44.4	$140.1	$187.1	$23.4	$74.2
2004	$86.5	$365.1	$45.3	$143.9	$187.9	$23.3	$109.9
2006	$88.2	$348.1	$46.5	$141.5	$182.8	$22.6	$131.8
2007	$90.5	$351.3	$46.2	$153.4	$177.1	$23.4	$147.8
2008	$91.2	$345.0	$47.9	$150.1	$174.2	$22.6	$156.1
% Change	**28.0%**	**11.3%**	**40.0%**	**18.4%**	**-0.8%**	**14.0%**	**72.0%**

Unlinked Passenger Trips per Vehicle Revenue Hour by Mode 1999 - 2008

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes
1999	37.4	53.6	2.4	103.0	94.1	7.6	46.1
2000	36.5	47.5	2.4	104.0	94.1	5.9	50.9
2001	36.5	52.1	2.3	105.3	94.9	7.5	52.0
2002	36.1	50.7	2.2	100.4	86.1	6.6	46.8
2003	34.7	49.6	2.2	100.1	83.6	6.1	49.6
2004	34.5	48.5	2.1	100.0	81.3	7.1	30.7
2005	35.2	48.2	2.2	100.1	83.4	7.0	44.7
2006	34.8	48.2	2.1	103.4	82.1	7.1	46.5
2007	33.3	47.5	1.0	107.8	75.9	5.3	49.0
2008	34.8	47.7	2.0	109.3	78.6	7.5	49.2
% Change	**-6.8%**	**-11.1%**	**-16.2%**	**6.2%**	**-16.5%**	**-1.0%**	**-6.8%**

Distribution of Fatalities 2008

	Number of Fatalities	%
Passengers	12	7.0%
Revenue Facility Occupants	18	10.5%
Employees	8	4.7%
Other Workers	0	0.0%
Bicyclist	6	3.5%
Pedestrian	33	19.2%
Other Vehicle	43	25.0%
Other	25	14.5%
Suicides	27	15.7%
Total	**172**	
(*) Does not include Commuter Rail		

ADA Lift– or Ramp– Equipped Buses Total 1999 - 2008

Year	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
1999	67,808	52,388	77.3%
2008	74,663	73,512	98.5%

Federal Operating Assistance as a Percent of Operating Funds 1999 – 2008 (Constant 2000 Dollars)

Year	Federal Operating Assistance	Total Operating Funding (Millions)	Federal Operating Assistance (%)
1999	$883	$20,548	4.3%
2000	$984	$21,370	4.6%
2001	$1,092	$22,464	4.9%
2002	$1,249	$23,205	5.4%
2003	$1,491	$23,709	6.3%
2004	$1,838	$24,398	7.5%
2005	$1,966	$25,214	7.8%
2006	$2,135	$25,902	8.2%
2007	$2,106	$27,916	7.5%
2008	$2,040	$28,935	7.1%
% Change	**131.2%**	**40.8%**	

ADA Lift– or Ramp– Equipped Buses 1999 - 2008

	"A" Type Buses			"B" Type Buses		
Year	**Buses**	**ADA-Lift or Ramp-Equipped**	**ADA-Lift or Ramp-Equipped (%)**	**Buses**	**ADA-Lift or Ramp-Equipped**	**ADA-Lift or Ramp-Equipped (%)**
1999	49,178	36,014	73.2%	6,830	5,969	87.4%
2008	46,460	45,616	98.2%	11,537	11,452	99.3%
% Change	**-5.5%**	**26.7%**		**68.9%**	**91.9%**	

ADA Lift– or Ramp– Equipped Buses 1999 - 2008 (Continued)

	"C" Type Buses			Articulated Buses		
Year	**Buses**	**ADA-Lift or Ramp-Equipped**	**ADA-Lift or Ramp-Equipped (%)**	**Buses**	**ADA-Lift or Ramp-Equipped**	**ADA-Lift or Ramp-Equipped (%)**
1999	9,833	8,902	90.5%	1,967	1,503	76.4%
2008	14,326	14,104	98.5%	2,340	2,340	100%
% Change	**45.7%**	**58.3%**		**19.0%**	**55.7%**	

Federal Operating Assistance per Unlinked Passenger Trip by UZA 1999 - 2008 (Constant 2000 Dollars)

UZAs with More than 200,000 and Less than 1 Million Population			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Unlinked Passenger Trip
1999	$200	722.8	$0.28
2000	$234	747.1	$0.31
2001	$238	747.7	$0.32
2002	$249	671.3	$0.37
2003	$296	656.8	$0.45
2004	$321	642.7	$0.50
2005	$343	665.7	$0.52
2006	$338	696.5	$0.49
2007	$338	710.4	$0.48
2008	$354	750.6	$0.48
% Change	**77.3%**	**3.8%**	**70.7%**

UZAs with Less than 200,000 Population			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Unlinked Passenger Trip
1999	$113	253.9	$0.45
2000	$132	254.6	$0.52
2001	$155	269.7	$0.57
2002	$127	206.6	$0.61
2003	$156	210.5	$0.74
2004	$165	209.6	$0.79
2005	$178	224.5	$0.79
2006	$205	236.9	$0.87
2007	$220	248.6	$0.88
2008	$228	261.8	$0.87
% Change	**101.0%**	**2.8%**	**95.5%**

UZAs with More than 1 Million Population			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions) Adjusted	Federal Operating Assistance per Unlinked Passenger Trip
1999	$569	7,870	$0.07
2000	$619	8.054	$0.08
2001	$698	8,339	$0.08
2002	$873	8,479	$0.10
2003	$1,039	8,349	$0.12
2004	$1,352	8,437	$0.16
2005	$1,445	8,656	$0.17
2006	$1,592	8,821	$0.18
2007	$1,548	8,989	$0.17
2008	$1,458	9,243	$0.16
% Change	**156.1%**	**22.5%**	**118.1%**

Recovery Ratio 1999 — 2008 (Constant 2000 Dollars)

Year	Fare Revenues (Millions)	Total Operating Expense (Millions)	Recovery Ratio (%)
1999	$7,438	$20,030	37.1%
2000	$7,772	$21,370	36.4%
2001	$8,115	$22,989	35.3%
2002	$8,149	$24,191	33.7%
2003	$8,452	$25,376	33.3%
2004	$9,086	$26,870	33.8%
2005	$9,635	$28,761	33.5%
2006	$10,353	$30,608	33.8%
2007	$10,586	$33,678	31.4%
2008	$11,374	$36,055	31.5%
% Change	**52.9%**	**80.0%**	

Federal Operating Assistance per Unlinked Passenger Trip by UZA Size 1999 - 2008 (Constant 2000 Dollars)

Year	UZAs Over 1 Million	UZAs Equal to or More than 200,000 and Less than 1 Million Population	UZAs Under 200,000	Total
1999	$0.07	$0.28	$0.45	$0.10
2000	$0.08	$0.31	$0.52	$0.11
2001	$0.09	$0.32	$0.57	$0.12
2002	$0.11	$0.37	$0.61	$0.13
2003	$0.13	$0.45	$0.74	$0.16
2004	$0.18	$0.50	$0.79	$0.20
2005	$0.19	$0.52	$0.79	$0.21
2006	$0.21	$0.49	$0.87	$0.22
2007	$0.21	$0.48	$0.86	$0.21
2008	$0.16	$0.47	$0.87	$0.20
% Change	**118.1%**	**70.7%**	**95.5%**	**209.1%**

Recovery Ratio by UZA 1999 - 2008 (Constant 2000 Dollars)

UZAs with More than 1 Million Population			
Year	**Fare Revenues (Millions)**	**Operating Expenses (Millions)**	**Recovery Ratio (%)**
1999	$7,084	$17,949	39.5%
2000	$7,205	$18,605	38.7%
2001	$7,294	$19,463	37.5%
2002	$7,275	$20,477	35.5%
2003	$7,377	$20,863	35.4%
2004	$7,715	$21,504	35.9%
2005	$7,895	$22,204	35.6%
2006	$8,182	$22,727	36.0%
2007	$8,162	$24,574	33.2%
2008	$8,398	$25,184	33.3%
% Change	**18.5%**	**40.3%**	
UZAs Equal to or More than 200,000 and Less than 1 Million Population			

Recovery Ratio by UZA 1999 - 2008 (Constant 2000 Dollars) (Continued)

UZAs with More than 200,000 and Less than 1 Million Population			
Year	**Fare Revenues (Millions)**	**Operating Expenses (Millions)**	**Recovery Ratio (%)**
1999	$395	$1,885	21.0%
2000	$413	$2,032	20.3%
2001	$446	$2,158	20.6%
2002	$396	$2,039	19.4%
2003	$391	$2,141	18.3%
2004	$397	$2,171	18.3%
2005	$401	$2,222	18.0%
2006	$418	$2,331	17.9%
2007	$437	$2,439	17.9%
2008	$457	$2,540	18.0%
% Change	**15.5%**	**34.7%**	

Recovery Ratio by UZA 1999 - 2008 (Constant 2000 Dollars) (Continued)

UZAs with Less than 200,000 Population			
Year	**Fare Revenues (Millions)**	**Operating Expenses (Millions)**	**Recovery Ratio (%)**
1999	$150	$714	21.0%
2000	$153	$733	20.9%
2001	$190	$842	22.5%
2002	$146	$689	21.1%
2003	$129	$704	18.3%
2004	$139	$723	19.3%
2005	$151	$787	19.2%
2006	$162	$843	19.2%
2007	$177	$903	19.6%
2008	$184	$927	19.8%
% Change	**22.5%**	**29.8%**	

Subsidy per Trip by UZA 1999 - 2008 (Constant 2000 Dollars)

UZAs with More than 1 Million Population			
Year	**Subsidy (Millions)**	**Passengers (Millions)**	**Subsidy per Passenger**
1998	$9,931	7,480	$1.33
1999	$10,865	7,870	$1.38
2000	$11,400	8,054	$1.42
2001	$12,169	8,339	$1.46
2002	$13,202	8,479	$1.56
2003	$13,486	8,349	$1.62
2004	$13,789	8,437	$1.63
2005	$14,309	8,646	$1.66
2006	$14,546	8,821	$1.65
2007	$16,412	8,989	$1.83
2008	$17,028	9243	$1.84
% Change	**56.7%**	**17.4%**	**33.4%**

Subsidy per Trip by UZA 1999 - 2008 (Constant 2000 Dollars) (Continued)

UZAs Equal to or More than 200,000 and Less than 1 Million Population			
Year	**Subsidy (Millions)**	**Passengers (Millions)**	**Subsidy per Passenger**
1999	$1,490	723	$2.06
2000	$1,619	747	$2.17
2001	$1,713	748	$2.29
2002	$1,643	671	$2.45
2003	$1,751	657	$2.67
2004	$1,775	643	$2.76
2005	$1,822	666	$2.74
2006	$1,914	696	$2.75
2007	$2,003	710	$2.82
2008	$2,103	751	$2.80
% Change	41.2%	3.9%	35.9%

Subsidy per Trip by UZA 1999 – 2008 (Constant 2000 Dollars) (Continued)

UZAs with Less than 200,000 Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1999	$564	256	$2.21
2000	$580	255	$2.28
2001	$653	270	$2.42
2002	$544	207	$2.63
2003	$575	211	$2.73
2004	$583	210	$2.78
2005	$636	224	$2.83
2006	$681	237	$2.88
2007	$726	249	$2.92
2008	$775	261	$2.97
% Change	**37.5%**	**2.2%**	**34.6%**

Funding Sources by Urbanized Area Size 1999 - 2008 (Constant 2000 Dollars)

UZAs with More than 1 Million Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1999	$7,084	$3,551	$569	$3,422	$3,322	**$17,949**
2000	$7,205	$2,916	$619	$3,838	$4,027	**$18,605**
2001	$7,294	$2,672	$698	$4,392	$4,406	**$19,463**
2002	$7,275	$3,131	$873	$5,275	$3,923	**$20,477**
2003	$7,377	$3,459	$1,039	$5,013	$3,975	**$20,863**
2004	$7,715	$3,319	$1,352	$4,844	$4,275	**$21,504**
2005	$7,895	$3,239	$1,445	$5,229	$4,396	**$22,204**
2006	$8,182	$3,308	$1,592	$5,165	$4,481	**$22,727**
2007	$8,162	$3,430	$1,548	$5,850	$5,583	**$24,574**
2008	$8,399	$3.209	$1,458	$6,679	$5,677	**$25,422**
% Change	**18.6%**	**-9.6%**	**156.1%**	**95.2%**	**70.9%**	**41.6%**

Funding Sources by Urbanized Area Size 1999 - 2008 (Constant 2000 Dollars) (Continued)

UZAs Equal to or More than 200,000and Less than 1 Million Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1999	$395	$391	$200	$383	$516	**$1,885**
2000	$413	$387	$234	$440	$559	**$2,032**
2001	$446	$365	$238	$447	$662	**$2,158**
2002	$396	$356	$249	$451	$586	**$2,039**
2003	$391	$375	$296	$490	$590	**$2,141**
2004	$397	$370	$321	$485	$599	**$2,171**
2005	$401	$351	$343	$489	$639	**$2,222**
2006	$418	$378	$338	$481	$716	**$2,331**
2007	$437	$349	$338	$552	$764	**$2439**
2008	$457	$361	$354	$591	$796	**$2559**
% Change	**15.5%**	**-7.6%**	**77.3%**	**54.4%**	**54.2%**	**35.8%**

Funding Sources by Urbanized Area Size 1999 - 2008 (Constant 2000 Dollars) (Continued)

UZAs with Less than 200,000 Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1999	$150	$98	$113	$172	$180	**$714**
2000	$153	$105	$132	$167	$175	**$733**
2001	$190	$120	$155	$171	$206	**$842**
2002	$146	$120	$127	$141	$155	**$689**
2003	$129	$110	$156	$143	$166	**$704**
2004	$139	$91	$165	$152	$175	**$723**
2005	$151	$114	$178	$159	$184	**$787**
2006	$162	$120	$205	$169	$187	**$843**
2007	$177	$134	$220	$178	$194	**$903**
2008	$184	$131	$228	$204	$206	**$954**
% Change	**22.5%**	**33.7%**	**101.0%**	**18.4%**	**14.7%**	**33.6%**

Operating Funding Sources by UZA (Constant 2000 Dollars)

UZAs with More than 1 Million Population				
	1999		2008	
	Millions	%	Millions	%
Fare Revenues	$7,084	39.5%	$8,399	33.%
Other	$3,551	19.8%	$3,209	12.6%
Federal Assistance	$570	3.2%	$1,459	5.7
State Assistance	$3,421	19.1%	$6,679	26.3%
Local Assistance	$3,322	18.5%	$5,677	22.3%
Total	**$17,949**		**$25,422**	

Operating Funding Sources by UZA (Constant 2000 Dollars) (Continued)

UZAs Equal to or More than 200,000and Less than 1 Million Population				
	1998		2007	
	Millions	%	Millions	%
Fare Revenues	$396	21.0%	$456	17.9%
Other	$391	20.7%	$361	14.1%
Federal Assistance	$200	10.6%	$354	13.8%
State Assistance	$383	20.3%	$591	23.1%
Local Assistance	$516	27.4%	$796	31.1%
Total	**$1,885**		**$2,559**	

Operating Funding Sources by UZA (Constant 2000 Dollars) (Continued)

UZAs with Less than 200,000 Population				
	1999		2008	
	Millions	%	Millions	%
Fare Revenues	$150	21.0%	$184	19.3%
Other	$98	13.7%	$131	13.7%
Federal Assistance	$114	15.9%	$228	23.9%
State Assistance	$172	24.2%	$204	21.4%
Local Assistance	$179	25.2%	$206	21.6%
Total	**$714**		**$953**	

Sources of Capital by Urbanized Area Size 2008

UZAs with More than 1 Million Population		
	Capital Assistance (Millions)	**%**
Federal Capital Funds Applied to Capital Projects	$5,699	39.1%
State Capital Funds	$1,784	12.2%
Local Capital Funds	$6,990	48.0%
Directly Generated Capital Funds	$93	0.6%
Total Capital Assistance	$14,567	

Sources of Capital by Urbanized Area Size 2008 (Continued)

UZAs Equal to or More than 200,000and Less than 1 Million Population		
	Capital Assistance (Millions)	**%**
Federal Capital Funds Applied to Capital Projects	$538	42.3%
State Capital Funds	$156	12.3%
Local Capital Funds	$564	44.4%
Directly Generated Capital Funds	$12	1.0%
Total Capital Assistance	$1,267	

Sources of Capital by Urbanized Area Size 2008 (Continued)

UZAs with Less than 200,000 Population		
	Capital Assistance (Millions)	**%**
Federal Capital Funds Applied to Capital Projects	$141	63.0%
State Capital Funds	$43	19.1%
Local Capital Funds	$35	15.5%
Directly Generated Capital Funds	$5	2.3%
Total Capital Assistance	$225	

Capital Expenditures (Millions) 1999 – 2008 (Constant 2000 Dollars)

Year	Revenue Vehicles (Millions)	Other Capital (Millions)	Total (Millions)
1999	$3,021	$7,407	**$10,428**
2000	$2,840	$9,055	**$11,895**
2001	$2,775	$8,039	**$10,814**
2002	$3,900	$11,800	**$15,700**
2003	$3,252	$11,918	**$15,170**
2004	$3,053	$11,467	**$14,520**
2005	$2,775	$10,372	**$13,147**
2006	$2,622	$10,791	**$13,413**
2007	$2,747	$11,251	**$13,997**
2008	$3,464	$12,785	**$16,249**
% Change	**14.7%**	**72.6%**	**55.8%**

Uses of Capital by Urbanized Area Size - 2008 (Millions)

	UZAs with More than 1 Million Population	UZAs Equal to or More than 200,000 and Less than 1 Million Population	UZAs with Less than 200,000 Population
Guideway	$5,315	$377	$0
Systems	$987	$56	$8
Stations	$1,989	$140	$23
Facilities	$1,713	$80	$27
Revenue Vehicles	$3,705	$533	$121
Other Capital	$469	$34	$13
Non-Vehicle Revenues	$85	$8	$3
Administration Buildings	$139	$25	$33
Fare Equipment	$185	$19	$3
Total	**$14,586**	**$1,272**	**$231**

Average Fleet Age (Years) by Vehicle Type 1999 - 2008

Year	"A" Type Buses	"B" Type Buses	"C" Type Buses	Articulated Buses	Average Bus Fleet Age
1999	8.4	5.6	4.0	8.5	7.6
2000	8.1	5.6	4.1	6.6	7.3
2001	7.8	5.6	4.0	5.9	6.9
2002	7.5	5.6	4.0	5.8	6.7
2003	7.3	5.7	4.0	5.8	6.5
2004	7.2	5.7	4.1	4.6	6.4
2005	7.6	5.8	4.1	4.9	6.7
2006	7.4	6.2	4.3	5.4	6.6
2007	6.2	6.5	4.3	6.2	6.8
2008	7.7	6.7	4.4	6.9	7.0
% Change	**-12.2%**	**16.3%**	**6.3%**	**-26.0%**	**-10.8%**

Average Fleet Age (Years) of Rail Modes, Ferryboat and Vanpools

Heavy Rail		
Year	**Fleet**	**Average Fleet Age**
1999	10,362	22.4
2000	10,401	22.9
2001	11,013	21.4
2002	10,946	20.0
2003	10,886	19.0
2004	10,965	19.8
2005	11,083	20.6
2006	11,083	21.6
2007	11,312	21.6
2008	11,367	20.7
% Change	**9.7%**	**-7.5%**

Light Rail		
Year	Fleet	Average Fleet Age
1999	1,453	18.4
2000	1,580	18.0
2001	1,575	18.2
2002	1,457	16.1
2003	1,529	15.4
2004	1,665	15.2
2005	1,662	14.2
2006	1,802	15.3
2007	1,830	16.1
2008	1,919	16.8
% Change	**32.1%**	**-8.7%**

Ferryboat		
Year	Fleet	Average Fleet Age
1999	104	21.4
2000	103	21.8
2001	108	21.5
2002	103	22.7
2003	104	23.3
2004	119	20.7
2005	114	20.0
2006	111	21.7
2007	131	20.3
2008	144	20.1
% Change	**38.5%**	**-5.9%**

Vanpool		
Year	Fleet	Average Fleet Age
1999	14,755	3.2
2000	15,061	3.5
2001	16,838	4.2
2002	16,272	3.1
2003	16,788	3.2
2004	16,969	3.3
2005	18,528	3.2
2006	20,098	3.1
2007	22,564	3.1
2008	23,727	2.7
% Change	**60.8%**	**0.0%**

Distribution of Buses by Vehicle Type 1999 - 2008

	"A" Type Buses		"B" Type Buses		"C" Type Buses		Articulated Buses		
Year	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	Total
1999	46,891	73.7%	6,613	10.4%	8,265	13.0%	1,849	2.9%	**63,618**
2000	47,017	72.0%	7,455	11.4%	8,850	13.5%	2,002	3.1%	**65,324**
2001	47,925	71.1%	7,830	11.6%	9,622	14.3%	2,002	3.0%	**67,379**
2002	47,764	69.8%	8,693	12.7%	9,822	14.4%	2,139	3.1%	**68,418**
2003	46,608	67.9%	9,346	13.6%	10,084	14.7%	2,558	3.7%	**68,596**
2004	45,600	67.2%	9,974	14.7%	9,706	14.3%	2,591	3.8%	**67,871**
2005	45,524	65.5%	10,631	15.3%	11,118	16.0%	2,231	3.2%	**69,504**
2006	45,010	64.8%	10,958	15.8%	11,090	16.0%	2,294	5.4%	**69,436**
2007	45,680	64.4%	11,262	16.0%	11,695	16.5%	2,267	3.2%	**70,904**
2008	46,023	63.9%	11,481	16.0%	12,125	16.8%	2,340	3.3%	**71,969**
% Change	**-1.9%**		**73.6%**		**46.7%**		**26.6%**		**13.1%**

Age Distribution of Buses by Vehicle Type 1999 - 2008

"A" Type Buses				"B" Type Buses		
Year	Active Buses	5 Years Old or Less		Year	Active Buses	5 Years Old or Less
1999	46,891	35.9%		1999	6,613	55.5%
2000	47,017	38.1%		2000	7,455	59.5%
2001	47,925	40.7%		2001	7,830	60.2%
2002	47,650	42.4%		2002	8,616	61.7%
2003	46,216	44.6%		2003	9,292	57.0%
2004	45,600	45.1%		2004	9,974	55.3%
2005	45,524	39.4%		2005	10,631	54.8%
2006	45,010	39.1%		2006	10,958	51.6%
2007	45,680	35.0%		2007	11,262	47.0%
2008	46,023	32.3%		2008	11,481	43.0%
% Change	**-1.0%**			**% Change**	**89.9%**	

Age Distribution of Buses by Vehicle Type 1999 - 2008 (Continued)

"C" Type buses				Articulated Buses		
Year	Active Buses	5 Years Old or Less		Year	Active Buses	5 Years Old or Less
1999	8,265	75.5%		1999	1,849	42.3%
2000	8,850	72.4%		2000	2,002	60.0%
2001	9,622	72.1%		2001	2,002	64.3%
2002	9,440	74.0%		2002	2,139	64.7%
2003	9,587	73.7%		2003	2,558	59.9%
2004	9,706	73.8%		2004	2,591	71.6%
2005	11,118	71.8%		2005	2,231	63.6%
2006	11,090	70.8%		2006	2,294	40.2%
2007	11,694	69.5%		2007	2,267	39.5%
2008	12,125	67.1%		2008	2,340	38.5%
% Change	**92.5%**			**% Change**	**46.2%**	

Age Distribution of Rail Modes, Ferryboat and Vanpools

Heavy Rail			
Year	Fleet Less than 5 Years Old	Percent of Total	Total Fleet
1999	404	3.9%	10,362
2000	489	4.7%	10,401
2001	1,435	13.0%	11,013
2002	2,177	19.9%	10,946
2003	2,694	24.7%	10,886
2004	2,558	23.3%	10,965
2005	2,566	23.2%	11,083
2006	604	5.4%	11,083
2007	686	6.1%	11,312
2008	1,046	9.2%	11,367
%Change	**52.4%**		**9.7%**

Light Rail			
Year	Fleet Less than 5 Years)ld	Percent of Total	Total Fleet
1999	338	23.3%	1,453
2000	445	28.2%	1,580
2001	310	19.7%	1,575
2002	300	20.6%	1,457
2003	315	20.6%	1,529
2004	458	27.5%	1,665
2005	403	24.2%	1,662
2006	524	29.1%	1,802
2007	399	21.8%	1,830
2008	341	17.8%	1,919
%Change	0.9%		32.1%

Ferryboat			
Year	Fleet Less than 5 Years Old	Percent of Total	Total Fleet
1999	16	15.4%	104
2000	14	13.6%	103
2001	18	16.7%	108
2002	14	13.6%	103
2003	11	10.6%	104
2004	23	19.3%	119
2005	29	25.4%	114
2006	18	16.2%	111
2007	22	16.8%	131
2008	22	15.3%	144
%Change	**37.5%**		**38.5%**

Vanpool			
Year	Fleet Less than 5 Years Old	Percent of Total	Total Fleet
1999	12,618	85.5%	14,755
2000	12,282	81.5%	15,061
2001	13,251	78.7%	16,838
2002	13,685	84.1%	16,272
2003	14,157	84.3%	16,788
2004	14,022	82.6%	16,969
2005	15,052	81.2%	18,528
2006	16,530	82.2%	20,105
2007	18,543	82.2%	22,564
2008	18,746	79.0	23,727
%Change	**48.6%**		**60.8%**

Fixed Guideway Mileage 2001 - 2008

Year	Bus	Rail Modes
2001	1,733	9,410
2002	1,849	9,485
2003	1,920	9,525
2004	2,081	9,781
2005	2,253	10,916
2006	2,307	10,865
2007	2,419	11,089
2008		11,270
% Change	**72%**	**19.8%**

Percent of National Bus Fleet Using Alternative Fuels 1999 - 2008

Year	Total Fleet	Alternative Fuel Fleet	Alternative Fuel Fleet (%)
1999	59,251	4,361	7.4%
2000	59,898	5,367	9.0%
2001	61,218	6,086	9.9%
2002	68,521	7,297	11.0%
2003	68,596	8,174	12.0%
2004	68,779	9,420	14.0%
2005	69,495	11,119	16.0%
2006	70,227	13,828	20.0%
2007	72,286	15,555	22.0%
2008	73,503	18,489	25,2%
% Change	**24.1%**	**324.0%**	

Percentage of Fuel Consumption for Non Electric Modes 1999 - 2008

	1999		2008	
Alternative Fuel	**Gallons (000s)**	**%**	**Gallons (000s)**	**%**
Diesel	594,429	91.0%	582,775	74.0%
Gas	15,680	2.0%	27.345	3.0%
CNG	35,595	5.0%	121,324	15.0%
Methanol	1,196	0.0%	0	0.0%
LNG	5,209	1.0%	17,802	2.0%
Other	3,315	1.0%	42,794	5.0%
Total	**655,424**		**792,040**	

Transit Data by 2000 U.S. Census Urbanized Area

UZA	UZA NAME	POPULATION	PRIMARY STATE	Directional Route Miles*	Vehicle Revenue Miles (Millons)	Vehicle Revenue Hours (Millons)	Passenger Miles (Millons)	Unlinked Passenger Trips (Millons)	Operating Expenses (Millons)	Recovery Ratio (Fare Revenues Per Operating Expense)
1	New York-Newark, NY-NJ-CT	17,799,861	NY	19,711	872	56	20,454	4,074	$10,478.8	51.5%
2	Los Angeles-Long Beach-Santa Ana, CA	11,789,487	CA	12,018	241	17	3,249	691	$1,997.3	27.2%
3	Chicago, IL-IN	8,307,904	IL	7,492	244	16	4,072	646	$2,037.5	37.7%
4	Philadelphia, PA-NJ-DE-MD	5,149,079	PA	4,715	116	8	1,892	386	$1,220.8	35.4%
5	Miami, FL	4,919,036	FL	4,938	104	7	1,000	172	$762.7	17.4%
6	Dallas-Fort Worth-Arlington, TX	4,145,659	TX	1,996	58	4	490	76	$450.8	12.5%
7	Boston, MA-NH-RI	4,032,484	MA	4,476	101	7	1,868	376	$1,083.9	42.1%
8	Washington, DC-VA-MD	3,933,920	DC	7,509	169	10	2,766	490	$1,703.1	36.8%
9	Detroit, MI	3,903,377	MI	2,948	32	2	284	53	$283.8	14.6%
10	Houston, TX	3,822,509	TX	5,183	65	4	633	100	$348.0	16.4%
11	Atlanta, GA	3,499,840	GA	3,088	72	4	978	163	$423.7	28.0%
12	San Francisco-Oakland, CA	3,228,605	CA	4,880	131	9	2,087	408	$1,534.2	38.9%
13	Phoenix-Mesa, AZ	2,907,049	AZ	3,610	47	3	315	73	$268.1	15.7%
14	Seattle, WA	2,712,205	WA	5,529	100	7	1,229	188	$977.9	21.5%
15	San Diego, CA	2,674,436	CA	3,289	54	3	585	105	$293.7	34.9%
16	Minneapolis-St. Paul, MN	2,388,593	MN	4,121	47	3	490	95	$346.2	28.6%
17	St. Louis, MO-IL	2,077,662	MO	2,646	35	2	314	56	$220.5	21.5%
18	Baltimore, MD	2,076,354	MD	2,733	42	3	508	111	$438.4	28.9%
19	Tampa-St. Petersburg, FL	2,062,339	FL	2,224	23	1	141	27	$116.4	21.6%
20	Denver-Aurora, CO	1,984,889	CO	4,466	58	4	530	97	$355.6	25.3%
21	Cleveland, OH	1,786,647	OH	2,359	29	2	266	58	$257.8	19.1%
22	Pittsburgh, PA	1,753,136	PA	3,467	40	3	327	69	$352.1	23.5%
23	Portland, OR-WA	1,583,138	OR	2,017	43	3	467	112	$377.5	23.6%
24	San Jose, CA	1,538,312	CA	1,471	29	2	309	50	$322.3	12.0%
25	Riverside-San Bernardino, CA	1,506,816	CA	2,226	18	1	134	19	$109.7	20.4%
26	Cincinnati, OH-KY-IN	1,503,262	OH	1,751	18	1	154	30	$112.4	30.6%
27	Virginia Beach, VA	1,394,439	VA	1,744	16	1	120	29	$73.4	22.6%
28	Sacramento, CA	1,393,498	CA	4,238	19	1	174	36	$177.3	20.5%
29	Kansas City, MO-KS	1,361,744	MO	1,495	14	1	78	18	$87.5	14.4%
30	San Antonio, TX	1,327,554	TX	1,984	29	2	212	47	$144.6	15.3%
31	Las Vegas, NV	1,314,357	NV	1,382	24	2	229	66	$158.0	32.2%
32	Milwaukee, WI	1,308,913	WI	1,854	25	2	179	54	$173.4	29.7%
33	Indianapolis, IN	1,218,919	IN	828	10	1	49	10	$52.6	19.6%
34	Providence, RI-MA	1,174,548	RI	1,941	16	1	141	25	$115.7	24.8%
35	Orlando, FL	1,157,431	FL	1,424	23	2	167	27	$108.8	20.3%
36	Columbus, OH	1,133,193	OH	927	10	1	63	17	$78.1	17.9%
37	New Orleans, LA	1,009,283	LA	668	6	1	44	16	$96.0	13.6%
38	Buffalo, NY	976,703	NY	1,418	12	1	91	26	$117.8	22.7%
39	Memphis, TN-MS-AR	972,091	TN	1,937	9	1	59	12	$49.3	19.5%
40	Austin, TX	901,920	TX	1,715	20	1	162	37	$144.6	9.0%
41	Bridgeport-Stamford, CT-NY	888,890	CT	697	11	1	190	17	$102.5	11.2%
42	Salt Lake City, UT	887,650	UT	2,038	18	1	217	31	$117.1	29.7%
43	Jacksonville, FL	882,295	FL	777	13	1	58	11	$91.1	18.1%
44	Louisville, KY-IN	863,582	KY	1,748	12	1	62	16	$64.7	15.4%

UZA	UZA NAME	POPULATION	PRIMARY STATE	Directional Route Miles*	Vehicle Revenue Miles (Millons)	Vehicle Revenue Hours (Millons)	Passenger Miles (Millons)	Unlinked Passenger Trips (Millons)	Operating Expenses (Millons)	Recovery Ratio (Fare Revenues Per Operating Expense)
45	Hartford, CT	851,535	CT	1,569	12	1	72	15	$64.3	32.3%
46	Richmond, VA	818,836	VA	662	8	1	49	15	$45.2	27.7%
47	Charlotte, NC-SC	758,927	NC	1,607	17	1	128	23	$101.0	16.4%
48	Nashville-Davidson, TN	749,935	TN	850	7	0	54	10	$47.9	21.0%
49	Oklahoma City, OK	747,003	OK	978	3	0	15	3	$19.2	10.1%
50	Tucson, AZ	720,425	AZ	592	11	1	70	19	$59.5	16.5%
51	Honolulu, HI	718,182	HI	971	26	2	318	70	$184.7	24.6%
52	Dayton, OH	703,444	OH	927	11	1	48	11	$62.0	20.0%
53	Rochester, NY	694,396	NY	942	7	1	58	18	$57.9	22.6%
54	El Paso, TX-NM	674,801	TX	618	9	1	67	13	$45.1	17.0%
55	Birmingham, AL	663,615	AL	773	5	0	22	3	$23.9	12.1%
56	Omaha, NE-IA	626,623	NE	701	4	0	18	4	$23.1	20.3%
57	Albuquerque, NM	598,191	NM	886	7	0	37	11	$42.8	9.4%
58	Allentown-Bethlehem, PA-NJ	576,408	PA	469	6	0	29	6	$26.6	20.0%
59	Springfield, MA-CT	573,610	MA	611	8	1	38	12	$36.8	14.9%
60	Akron, OH	570,215	OH	665	5	0	26	7	$33.6	12.4%
61	Sarasota-Bradenton, FL	559,229	FL	657	6	0	22	4	$28.5	7.9%
62	Albany, NY	558,947	NY	788	9	1	60	14	$66.9	17.0%
63	Tulsa, OK	558,329	OK	746	5	0	14	3	$17.5	13.8%
64	Fresno, CA	554,923	CA	437	6	1	37	17	$42.4	21.2%
65	Concord, CA	552,624	CA	873	23	1	378	34	$159.9	4.8%
66	Raleigh, NC	541,527	NC	376	6	0	35	7	$28.6	19.1%
67	Grand Rapids, MI	539,080	MI	387	7	1	39	9	$33.9	14.8%
68	Mission Viejo, CA	533,015	CA	0	6	0	48	9	$43.2	0.0%
69	New Haven, CT	531,314	CT	366	11	1	195	15	$108.4	6.9%
70	McAllen, TX	523,144	TX	237	0	0	1	0	$0.9	38.3%
71	Toledo, OH-MI	503,008	OH	599	5	0	29	7	$29.3	20.8%
72	Baton Rouge, LA	479,019	LA	172	3	0	17	4	$14.3	34.3%
73	Colorado Springs, CO	466,122	CO	967	5	0	26	4	$24.9	16.5%
74	Worcester, MA-CT	429,882	MA	387	4	0	34	5	$26.2	9.7%
75	Charleston-North Charleston, SC	423,410	SC	455	3	0	16	4	$16.5	16.8%
76	Wichita, KS	422,301	KS	274	4	0	12	3	$12.1	18.8%
77	Columbia, SC	420,537	SC	385	2	0	12	2	$10.4	19.4%
78	Knoxville, TN	419,830	TN	362	3	0	15	4	$15.8	9.1%
79	Ogden-Layton, UT	417,933	UT	0	8	0	81	6	$38.3	0.0%
80	Youngstown, OH-PA	417,437	OH	417	2	0	5	2	$8.0	11.3%
81	Syracuse, NY	402,267	NY	1,339	5	0	37	12	$40.4	26.4%
82	Bakersfield, CA	396,125	CA	327	4	0	25	7	$20.7	21.8%
83	Palm Bay-Melbourne, FL	393,289	FL	358	3	0	15	2	$9.4	19.8%
84	Scranton, PA	385,237	PA	683	2	0	18	4	$12.8	15.1%
85	Des Moines, IA	370,505	IA	519	5	0	35	5	$19.4	35.4%
86	Flint, MI	365,096	MI	227	8	0	28	6	$25.8	15.7%
87	Harrisburg, PA	362,782	PA	603	4	0	18	3	$19.9	19.9%
88	Little Rock, AR	360,331	AR	312	3	0	14	3	$13.2	15.3%
89	Poughkeepsie-Newburgh, NY	351,982	NY	1,869	12	0	247	7	$78.2	4.5%
90	Chattanooga, TN-GA	343,509	TN	212	2	0	12	3	$14.8	27.2%

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91	Oxnard, CA	337,591	CA	694	4	0	26	5	$20.9	17.6%
92	Augusta-Richmond County, GA-SC	335,630	GA	197	1	0	4	1	$3.8	18.1%
93	Spokane, WA-ID	334,858	WA	534	9	1	52	12	$55.8	14.1%
94	Cape Coral, FL	329,757	FL	416	4	0	15	3	$18.1	12.8%
95	Madison, WI	329,533	WI	411	7	0	48	14	$46.7	20.0%
96	Pensacola, FL-AL	323,783	FL	309	2	0	6	1	$7.8	16.9%
97	Lancaster, PA	323,554	PA	394	4	0	33	3	$21.4	11.0%
98	Mobile, AL	317,605	AL	228	2	0	8	1	$8.5	12.7%
99	Stockton, CA	313,392	CA	3,233	5	0	44	5	$38.9	23.4%
100	Modesto, CA	310,945	CA	210	2	0	13	4	$13.0	19.1%
101	Reno, NV	303,689	NV	346	5	0	31	9	$34.7	22.6%
102	Provo-Orem, UT	303,680	UT	0	4	0	33	4	$18.6	0.0%
103	Greenville, SC	302,194	SC	152	1	0	3	1	$3.5	18.6%
104	Lansing, MI	300,032	MI	367	6	0	36	11	$34.1	22.3%
105	Denton-Lewisville, TX	299,823	TX	300	2	0	6	2	$8.3	32.8%
106	Winston-Salem, NC	299,290	NC	182	2	0	6	3	$10.9	22.8%
107	Corpus Christi, TX	293,925	TX	591	4	0	24	5	$22.1	7.7%
108	Jackson, MS	292,637	MS	284	1	0	2	1	$6.4	5.6%
109	Durham, NC	287,796	NC	983	7	0	49	12	$38.0	31.3%
110	Fort Wayne, IN	287,759	IN	313	2	0	7	2	$10.7	12.5%
111	Santa Rosa, CA	285,408	CA	648	3	0	24	5	$25.0	14.7%
112	Ann Arbor, MI	283,904	MI	292	5	0	32	12	$28.7	16.9%
113	South Bend, IN-MI	276,498	IN	252	2	0	11	3	$10.9	13.9%
114	Fayetteville, NC	276,368	NC	171	1	0	3	1	$4.9	11.9%
115	Shreveport, LA	275,213	LA	448	3	0	17	4	$12.5	20.0%
116	Boise City, ID	272,625	ID	314	1	0	4	1	$7.1	13.6%
117	Port St. Lucie, FL	270,774	FL	91	1	0	1	0	$4.8	3.8%
118	Davenport, IA-IL	270,626	IA	450	3	0	14	4	$19.4	7.8%
119	Rockford, IL	270,414	IL	243	2	0	9	2	$11.8	10.0%
120	Trenton, NJ	268,472	NJ	0	6	0	129	15	$84.3	0.0%
121	Greensboro, NC	267,884	NC	355	5	0	18	4	$21.6	9.6%
122	Canton, OH	266,595	OH	323	4	0	13	2	$14.9	11.1%
123	Lancaster-Palmdale, CA	263,532	CA	978	4	0	57	3	$24.5	18.2%
124	Daytona Beach-Port Orange, FL	255,353	FL	551	4	0	17	3	$14.2	27.5%
125	Indio-Cathedral City-Palm Springs, CA	254,856	CA	350	3	0	20	3	$19.7	14.7%
126	Lexington-Fayette, KY	250,994	KY	231	3	0	20	6	$17.7	12.4%
127	Peoria, IL	247,172	IL	105	2	0	14	3	$16.5	12.9%
128	Barnstable Town, MA	243,667	MA	449	4	0	14	1	$13.0	8.1%
129	Columbus, GA-AL	242,324	GA	182	1	0	4	1	$3.8	25.0%
130	Reading, PA	240,264	PA	573	3	0	10	3	$13.5	23.7%
131	Temecula-Murrieta, CA	229,810	CA	0	2	0	8	1	$8.2	0.0%
132	Atlantic City, NJ	227,180	NJ	0	9	1	117	16	$80.0	0.0%
133	Round Lake Beach-McHenry-Grayslake, IL-WI	226,848	IL	0	2	0	75	3	$23.0	0.0%
134	Lincoln, NE	226,582	NE	366	2	0	6	2	$9.6	14.1%
135	Anchorage, AK	225,744	AK	1,230	5	0	31	5	$31.1	22.0%
136	Eugene, OR	224,049	OR	846	4	0	43	12	$35.4	18.0%

UZA	UZA NAME	POPULATION	PRIMARY STATE	Directional Route Miles*	Vehicle Revenue Miles (Millons)	Vehicle Revenue Hours (Millons)	Passenger Miles (Millons)	Unlinked Passenger Trips (Millons)	Operating Expenses (Millons)	Recovery Ratio (Fare Revenues Per Operating Expense)
137	Asheville, NC	221,570	NC	261	1	0	6	2	$4.6	18.3%
138	Bonita Springs-Naples, FL	221,251	FL	367	3	0	11	1	$8.9	12.0%
139	Antioch, CA	217,591	CA	475	6	0	74	7	$38.0	6.9%
140	Springfield, MO	215,004	MO	173	1	0	7	2	$7.9	11.3%
141	Huntsville, AL	213,253	AL	190	1	0	2	0	$3.1	9.8%
142	Evansville, IN-KY	211,989	IN	190	1	0	3	2	$6.3	17.8%
143	Thousand Oaks, CA	210,990	CA	112	1	0	9	1	$6.9	3.0%
144	Savannah, GA	208,886	GA	238	3	0	14	4	$15.3	22.5%
145	Salem, OR	207,229	OR	271	6	0	21	6	$27.9	11.3%
146	Fort Collins, CO	206,757	CO	179	2	0	8	2	$9.5	14.0%
147	Gulfport-Biloxi, MS	205,754	MS	148	1	0	6	1	$4.1	24.1%
148	Tallahassee, FL	204,260	FL	243	2	0	12	4	$13.3	29.4%
149	Lubbock, TX	202,225	TX	162	2	0	9	3	$9.8	41.7%
150	Victorville-Hesperia-Apple Valley, CA	200,436	CA	362	2	0	7	1	$8.0	16.8%
500	San Juan, PR	2,216,616	PR	406	30	3	229	50	$174.4	28.9%
501	Aguadilla-Isabela-San Sebastian, PR	299,086	PR	0	3	0	11	2	$2.5	0.0%
	UZA over 200,000 Population	**166,216,015**		**202,202**	**3,604.4**	**241**	**52,001**	**9,960.5**	**$31,998.6**	
	UZA under 200,000 Population and Non-UZAs	**24,929,238**		**39,593**	**290.1**	**19**	**1,711**	**296.2**	**$1,472.3**	
	National Total	**191,145,253**		**241,795**	**3,894.5**	**260**	**53,712**	**10,256.7**	**$33,470.9**	

(*) Directional Route Miles are not the total physical mileage of all routes.